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Editorial

Tel: +44 (0)20 3148 4651 Fax: +44 (0)20 3148 8127
Email: mby@timeinc.com Website: www.mby.com

Editor Hugo Andrae +44 (0)20 3148 4651

Art Editor Neil Singleton +44 (0)20 3148 4642

Production Editor Rebecca Miles +44 (0)20 3148 4646

Deputy Editor Jack Haines +44 (0)20 3148 4648

News Editor Chris Jefferies +44 (0)20 3148 4652

Editorial Assistant Pippa Park

Technical Contributor David Marsh

Custom Yacht Contributor Alan Harper

Website Editor Stef Bottinnelli +44 (0)20 3148 4920
Email: Stef.bottinnelli@timeinc.com

Display Advertising and Trade Enquiries only

Tel: +44 (0)20 3148 4900 Fax: +44 (0)20 3148 8523

Head of Market Stuart Duncan

Brand Manager Jane Smith

Account Manager Bess Cullis

Senior Sales Executive Robert Hudson

Production Supervisor Paul Quieros

+44 (0)20 3148 4903

Senior Production Manager Becky Singleton

Classified Advertising

Classified Executive Keiron Batchelor +44 (0)20 3148 2564

Private Craft for Sale +44 (0)20 3148 2767

Leaflets and Inserts

Tel: +44 (0)20 3148 3710

Syndication

Lucy Cox Tel: +44 (0)20 3148 5483

www.timeincukcontent.com

Overseas Advertisement Offices

Italy: Ediconsult Internazionale, Piazza Fontana

Marose 3 - 16123, Genova, Italy.

Tel: (+39) 010 583 684. Fax: (+39) 010 566 578.

Other overseas display advertising enquiries inc

Publishing Team

Managing Director Oswin Grady

Publishing Director Simon Owen +44 (0)20 3148 4280

Publisher Nick Hopkinson +44 (0)20 3148 4281

Head of Marketing Richard Shead

+44 (0)20 3148 4283

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Chris Lynn. Tel: +44 (0)20 3787 9001.

Email: christopher_lynn@marketforce.co.uk

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WELCOME

To Europe's best motor boat magazine

Hard to believe it but a year has now passed since our sister magazine *Motor Boats Monthly* published its final issue. I promised at the time we would try to embrace the best of its content while acknowledging that it would take a while to do.

Twelve months on and most of those changes have bedded in nicely. *MBM's* former technical editor Nick Burnham is writing regular features for us on used boats as well as his entertaining column on running his own small cuddy cruiser. Our new boat coverage has grown to include a number of more affordable craft and our cruising content has shifted more towards home shores without ignoring our many Med-based readers.

However, there is one further change I'd like to introduce. In the past we've always left the inland waterways to *Motor Boats Monthly* but this makes no sense any more. Very few serious cruising types make a distinction between coastal cruising and the beautiful rivers and estuaries which lead off from it. By the same token many of the boats which started life as inland cruisers are just as capable of taking on challenging sea passages as any Princess or Sunseeker.

Don't panic, we're not suddenly going to fill the magazine full of narrow boats plying muddy canals, but equally we're not going to shut out the many interesting river-based craft and cruising adventures which might appeal to all of us.

Next month sees the start of a brilliant new series from an ex-pat couple who sold their house to fulfil their dream of living on a sturdy Dutch steel trawler. They've spent the summer cruising from London to the Med via the waterways of France and are now exploring their vast and sunny new cruising ground. I wouldn't want to miss out on this adventure just because it starts on fresh water rather than salt and I don't think you should either.

Hugo Andrae

SUBSCRIBE
NOW & SAVE
SEE PAGE 91



Very few serious cruising types make a distinction between coastal cruising and exploring the beautiful rivers and estuaries which lead off from it

THE BEST VIDEOS WITH THIS ISSUE



ABSOLUTE caught us all off guard with its award-winning Navetta 58 and now there's a 52ft sistership which Jack reckons is even better. Watch his informative video to find out why.



mby.com/ab52



BENETEAU'S GT40 is this month's cover star and Nick Burnham was one of the first journalists to take it for a blast in challenging conditions. You can see how it coped in his video review.



mby.com/gt40



CANNES SHOW REVIEWS

You can read about all the new model launches from p20 but nothing beats a video tour of the key boats to see how the various features and cabins work.



mby.com/cn15

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SEE PAGE 91

GET MBY EVERY MONTH! DEALS START FROM JUST £18.49 SEE PANEL OPPOSITE FOR DETAILS

FIND ME A USED... All-weather cruiser

Words: Nick Burnham

KEY CRITERIA

- Serious seakeeping
- Sheltered helm position
- Easy to use



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The latest Williams Sportjet claims to be more than just a superyacht tender, but can it cut it as a stand-alone sportsboat? Hugo finds out in the ultimate test: a two-week family holiday

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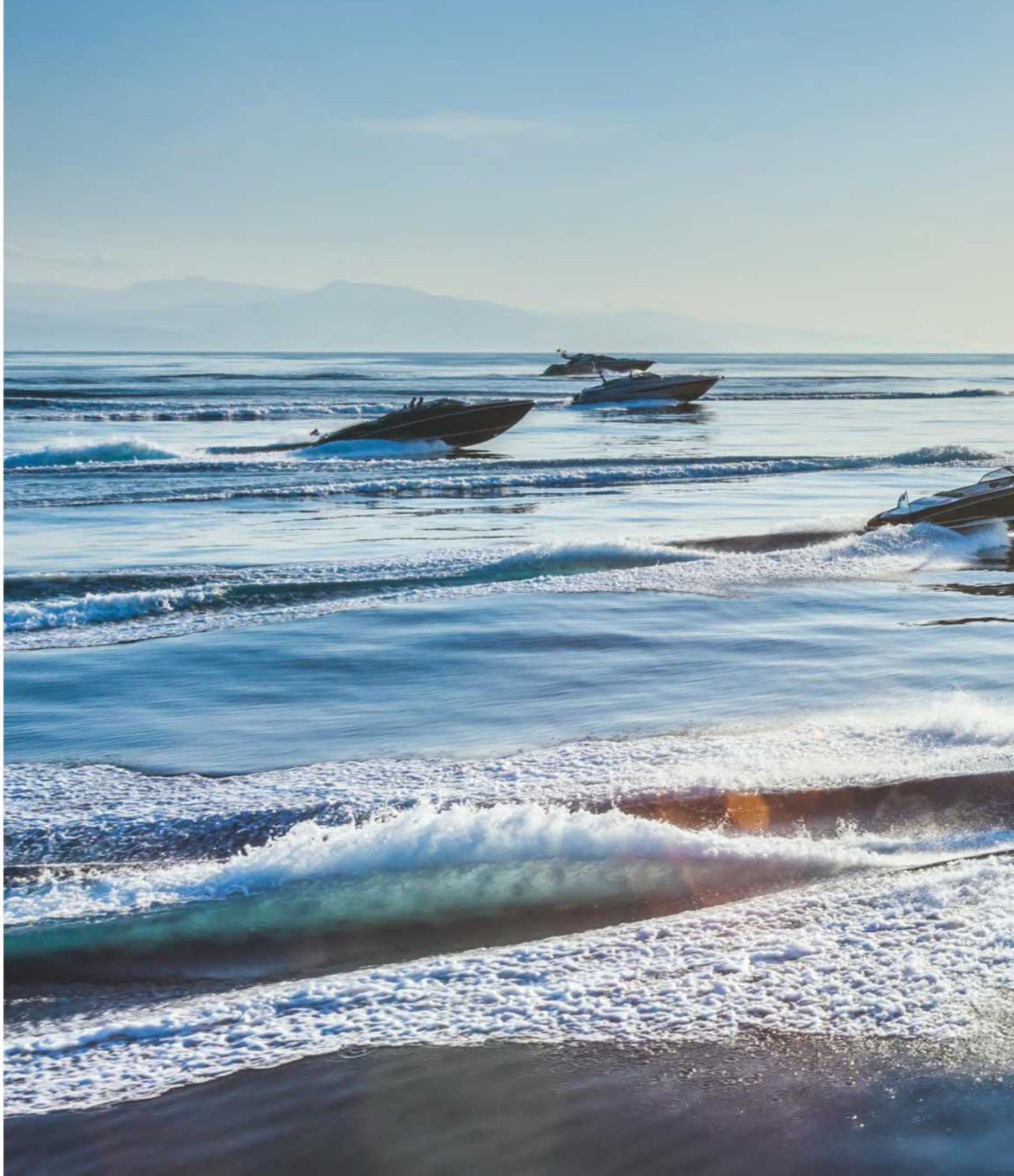
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BIGPICTURE

The image that really rocked our boat this month



Aqua drama

Rivas old and new salute the dawn of a new era

It takes something special to impress the wealthy residents of Monte Carlo but a gathering of classic and current Rivas to celebrate the launch of the new 88 Florida and Domino Super usually does the trick. How many of them were up in time to see this photoshoot of the full Riva fleet in action off Monaco as the sun rose over a mirror smooth Mediterranean sea isn't known but we wouldn't mind betting a few late revellers staggering out of the casino after a heavy night at the roulette table might have stumbled across this sight for sore eyes.

Photo: Alberto Cocchi





Fairline changes hands

New owner hints at big changes for Oundle yard after Better Capital era comes to an end

After four years in charge of one of the UK's biggest boat manufacturers, Better Capital has sold Fairline Boats to another British investment firm, Wessex Bristol.

The sum paid has not been disclosed, but has been described as "a modest deferred consideration".

Ayiaz Ahmed, CEO of Wessex Bristol, said of the deal: "We are excited to be adding Fairline to our brand portfolio, building on our successes in the luxury boat market with our iconic Fletcher brand."

Kevin Dady, who was interim CEO at Fairline, said: "We have invested a lot in the turnaround of Fairline and are pleased that Wessex Bristol has taken ownership of the company. We wish them, the company and its staff all the best for the future."

Mr Ahmed took over as CEO of Fairline on September 29 and one of his first acts was to temporarily lay off 107 of the firm's 465 workers. The decision was made "to address immediate short-term issues" and staff will return to work within three to five weeks, Mr Ahmed told the

Peterborough Telegraph. "This is no way an indication of the long-term vision for Fairline but an unfortunate unintended consequence of the current business climate."

"The leadership team here at Fairline and the Wessex Bristol family are firmly and wholeheartedly committed to the long-term success of the business and very much look forward to building a secure and exciting future for this great British brand."

The Wessex Bristol takeover ends months of speculation about Fairline after a troubled few years in which the Oundle-based yard was headed by five different CEOs.

Mr Ahmed hasn't yet revealed his strategy for turning around the loss-making business but in a brief interview with *MBY* said that he'd originally approached Fairline with a view to using spare capacity at the factory to build a revitalised range of Fletcher sportsboats.

Wessex Bristol bought Fletcher Boats earlier this year and

plans to revitalise the British brand with a wider range of updated models sold through a global network of dealers.

His approach led to further conversations with Better Capital about the possibility of Wessex Bristol taking on the whole of Fairline's business. "We looked at them, they looked at us and we did a deal," explained Mr Ahmed.

He also revealed that Germany's Hanse Group had looked at buying Fairline but Better Capital chose to go with Wessex Bristol in a bid to safeguard British jobs.

Hanse bought the rights to the Sealine name and most of the moulds when the Kidderminster firm went into administration in April 2013 but moved production to Germany soon after.

Fairline's sales director Douglas Culverwell (pictured below left) confirmed that Wessex Bristol "has a long-term strategy for the business" and that it wouldn't have entered into the deal "without understanding the level of investment required".

WHO'S IN CHARGE?

Wessex Bristol is a Somerset-based firm specialising in buying luxury brand names with a proven historical record.

To date most of its investments have been in high-end British furniture makers such as Chalon and Wesley-Barrell, but earlier this year it bought the famous British sportsboat brand Fletcher Boats, with a view to rediscovering the success the company enjoyed during the 1980s and 90s.

However, the gulf between Fletcher, which currently builds small numbers of sportsboats up to 19ft in length, and Fairline, which builds much costlier luxury boats up to 78ft, has raised concerns about Wessex Bristol's ability to run a company the size of Fairline.

Fairline's last filed accounts showed losses of £17 million on sales of £56.8 million during 2013. Figures for 2014 have not yet been filed.



Douglas Culverwell (left) and Andrew Pope (right) show off the new Targa 53 at the Southampton show

UK NEWS

Solent rescue

Passing vessel saves two from water **P10**



WORLD NEWS

Genoa show grows

More visitors drawn to Italian event **P12**



THE TRUTH ABOUT

Venture Cup

Round Ireland race planned for 2016 **P14**



Buoyancy aid warning

Snag risk from oversized kit

Giving children ill-fitting buoyancy aids can increase their risk of drowning, the Marine Accident Investigation Branch (MAIB) has warned, after issuing its report into the powerboat accident in Tor Bay that killed a 14-year-old girl in May this year.

The MAIB report reveals that Emily Gardner was in a party of four people on board a sportsboat which took to sea at around 1100 on Saturday May 2, despite local weather warnings of, "Force 4-5, significant wave height 1m".

The father of one of Emily's friends was at the helm of the Fletcher 115 when the accident occurred. At 1134 he raised the revs of the 75hp Mercury outboard engine to bring the boat on to the plane, but less than a minute later a large wave on the starboard side caused the vessel to capsize.

All the passengers managed to swim clear of the sinking craft apart from Emily, who had become snagged on an aft mooring cleat. The weight of the engine dragged the stern down to a depth of 4m, leaving only the bow above the surface.

The Coastguard was notified at 1146 and an RNLI lifeboat from Tor Bay arrived at the scene shortly after 1200. However, by the time Emily was freed she had spent 25 minutes in the water and could not be resuscitated.

The MAIB report contains several valuable lessons, the most prominent of which is the need for children to wear appropriately sized buoyancy aids – Emily was wearing an adult's extra-large buoyancy aid with a chest size of 44-50 inches, and the MAIB



The rescued Fletcher 115 sportsboat

reports that its bulkiness increased the likelihood of it snagging.

What's more, since the Fletcher 115 in question was built in 1989, it did not need to comply with the 1996 RCD requirement for open boats to float horizontally when upturned. The MAIB explains that if the boat had completely inverted, then the other passengers would have been able to free Emily's lifejacket more quickly.

The cause of the capsize is partly explained by the unfavourable weather conditions, but also by the lightness of the bow-end fuel tank, which had only been topped up with £20 worth of petrol, resulting in insufficient ballast.

The report also explains that the outboard engine had been refitted with a five-bladed propeller to improve



Demonstrating how an oversized jacket fits so poorly

acceleration, and this may have played a contributory role in the boat's capsize. Finally, the skipper was not wearing a kill-cord at the time of the accident, which the MAIB says "highlights the need to continue raising awareness of the issue in the boating community".

Turn to p80 for Tim Bartlett's view.

Flare rules relaxed

Parachute rocket flares no longer mandatory kit

The Coastguard has relaxed its rules on distress signals, with parachute rocket flares no longer included as part of the mandatory equipment for pleasure boats between 13.7m and 24m (Class XII).

The change comes after three years of consultation with the Royal Yachting Association (RYA) and British Marine. Stuart Carruthers, cruising manager at



Red parachute rocket flares are no longer mandatory

the RYA, told *MBY*: "We don't want to ban them, but we want them to be a personal choice."

Under the terms of Merchant Shipping (Fire Protection: Small Craft)

Regulations 1998, skippers of Class XII boats are still required to carry at least two red hand-held flares and two orange hand smokes, stored in a water-resistant 3-litre polybottle.

FULLTANK



NEW MD FOR MDL MARINAS

MDL Marinas has appointed a new managing director, who will be joining the company at the beginning of November. Lesley Robinson (pictured) joins from the Money Advice Service and replaces retiring managing director, Eamonn Feeney, who headed up the marina group for the past four years.



SEA CADETS CHARITY BOOST

The Sea Cadets have been chosen as the Lord Mayor of London's charity for 2015/16. The nautical charity hopes to raise £1 million to replace its two Tradewind 35 yachts, which are now 16 years old. Fundraising will begin in earnest on November 14 as part of the Lord Mayor's Parade through the City of London.

EMPTYTANK



SUNSEEKER SINKS IN THE MED

Two people escaped unharmed when a Sunseeker Manhattan 50 sunk off the coast of Ibiza, local company Lifestyle Charters has confirmed. The vessel hit a submerged reef, despite being equipped with a full range of navigational equipment, and was refloated without any oil spillage.



SOUTHAMPTON VISITOR DIP

Wet midweek weather weighed on the attendance figures of this year's Southampton Boat Show, which was down 2% to 110,000 visitors, according to British Marine Boat Shows. But slower foot traffic didn't seem to harm the levels of business carried out, with many big deals sealed.



Moves are afoot to see if the legendary ocean liner can be returned to Scotland



Bid to bring QE2 home

Iconic 1,000ft ocean liner could return to the UK

Politicians in Scotland are looking into whether they can return the *Queen Elizabeth II* ocean liner to the place where she was built.

The near 1,000ft vessel is moored in Dubai and, if various media reports are to be believed, is falling into a state of disrepair in the humid climate.

It is a state of affairs that has roused Stephen McCabe, the leader

of Inverclyde Council, and others into action and led to calls for the Scottish government and people of influence to explore ways to try to bring the QE2 back to where she was built and launched in 1967.

Following some lobbying to Fergus Ewing, the Scottish government's tourism minister, representatives of Scottish Development International have been tasked with making

contact and negotiating with the Dubai authorities. The enterprise agency's primary job will be to establish whether, as rumoured, the QE2 is actually for sale.

It is thought that the liner was sold to Istithmar, a Dubai government investment vehicle, for a figure of about £70m in 2008. Following the sale she was expected to go into dry dock to be converted into a hotel.

Big losses for British yards

2014 financial results

Sunseeker and Princess both made eight-figure losses in 2014, according to the latest financial results released by both yards last month.

Last year saw Princess make a loss of £11.3m, although revenues stayed stable at £239.6m. Meanwhile, Sunseeker's results show losses of £41m on revenues of £196m, which is significantly down on the £265m revenue reported in 2012 (the most recent comparable figures).

Both firms are expecting better results in 2015, with Sunseeker predicting it will break even in 2016 and return to profitability in 2017.

It also revealed that the Predator 57 (pictured below) has proven to be its fastest selling model, with 50 orders placed since its launch at the 2015 CWM FX London Boat Show.



Sunseeker has sold 50 Predator 57s since its launch at the London Show

THE MONTH IN NUMBERS

34,500

Visitors to this year's Monaco Yacht Show, which marks a 4.5% increase on last year's total. Visitors were lured in by 121 superyachts on display and 530 exhibitors.

£8.53m

The sum fetched by two Ferraris that recently went under the hammer for the RNLI at auction house H&H Classics. Proceeds will be used to build two new lifeboats.

32 knots

The top speed of *Solent Sherpa*, a new jet-powered RIB that was recently delivered to the Royal Yacht Squadron, after her fit-out by Cowes-based Powerplus Marine.

Britain's bright outlook

New British Marine survey reveals positive trend for UK boating businesses

Rising employment levels and profits have boosted the UK's boating industry over the past year, according to the latest British Marine survey.

The industry body presented its findings at the Southampton Boat Show (pictured below) and the outlook was predominantly positive.

Of the 321 companies surveyed, 39% reported increased business activity, compared with 37% last year, while 50% reported increased profits (up 1 percentage point on the 2014 figure).

The Marine Industry Trends survey also found that 30% of companies have taken on more staff in the past

year, compared with just 24% last time around. This led to a positive outlook, with 41% of companies saying they were confident about the next six months, and only 10% were cautious.

And the good news for customers is that despite all of this, 56% of British Marine members said they plan to keep their prices at the same level, compared to just 43% before.

Alastair Wilson, senior researcher at British Marine, said: "We are continuing to see our members within the sector experience positive growth for their businesses. Many marine companies are also reporting good sales at the Southampton Boat Show."

Other key findings in the British Marine survey included a rise in investment for 45% of firms (up from 39%), while 53% reported increasing turnover (down from 60%).

The mood of the industry was boosted by the Southampton Boat Show



The Ryde independent lifeboat managed to tow the 12ft sportsboat ashore



Two people were rescued from the semi-submerged sportsboat while a third managed to swim ashore



Sportsboat rescue mission

Sinking speedboat sparks lifeboat and helicopter search off Gilkicker Point

Reports of a sinking speedboat in the Solent sparked a multi-agency rescue bid last month, with independent lifeboats and Coastguard helicopters called into action.

The alarm was raised at around 1730 when a passing yacht reported debris in the water off Gilkicker Point. An adult and child were rescued from the water by a passing vessel and taken to the RNLI station at Cowes.

When the authorities were informed that a third person had been on board, a widespread search and rescue operation was launched.

The Lee-on-Solent Coastguard helicopter, Gosport and Ryde independent lifeboats, and the Hampshire Marine Police began to scour the Solent. The search was

eventually called off when the missing person was found to have swum ashore in Gosport, around two miles north-east of where the sinking powerboat was spotted. The Ryde independent lifeboat crew then worked to tow the stricken 12ft (4m) vessel to shore.

Adrian Farrell, chairman of Ryde Inshore Rescue, told MBY: "When we arrived there was just 3ft (1m) of the bow sticking out of the water; there must have been an air pocket trapped in the bow. It's amazing that it didn't sink completely."

Following the incident, Craig Needham from the Marine and Coastguard Agency, said that the three people involved had been very lucky to be spotted by a passing vessel: "If we were not made aware there could have been a very different outcome," he added.

"It really is important that if you own a boat you get a DSC VHF radio so that you can raise the alarm if the worst should happen. A Personal Locator Beacon is also a useful and simple method for raising an alert, particularly if the electrics fail."

"It really is important that if you own a boat you get a DSC VHF radio so you can raise the alarm"

TOPDEALS

Marina group **BWML** is offering 10% off winter berths, with three-month deals starting at just £35 per metre for Whixhall Marina in Shropshire.

The **RYA** is offering a 25% bundle discount when you buy both the paperback and eBook versions of the second edition of Colregs (pictured)



through its online shop. The offer is open to non-members, although RYA members get an extra 15% off, bringing the price down to £15.59. To buy visit: rya.org.uk/shop

TOPEVENTS

As winter draws in, the big boat shows move to the other side of the Atlantic, with the **FORT**

LAUDERDALE INTERNATIONAL BOAT SHOW the pick of the month for November (5-9). Closer to home, speed freaks in the Lake District can get their fix at **CONISTON RECORDS WEEK** (November 2-6), when various boats will battle it out for the right to be named the fastest. Meanwhile in Falmouth, the National Maritime Museum (pictured below) is celebrating the **HIDDEN HISTORIES OF WOMEN AT SEA** in a new exhibition until February 2016.



Photo: SINOT EXCLUSIVE YACHT DESIGN

WHAT WERE THEY THINKING?

MONACO: We're more than a little baffled by this radical double-ended superyacht design from Sinot, in fact we're not sure if it's coming or going...

Boating heroes wanted

Nominations open for 2016 customer service award

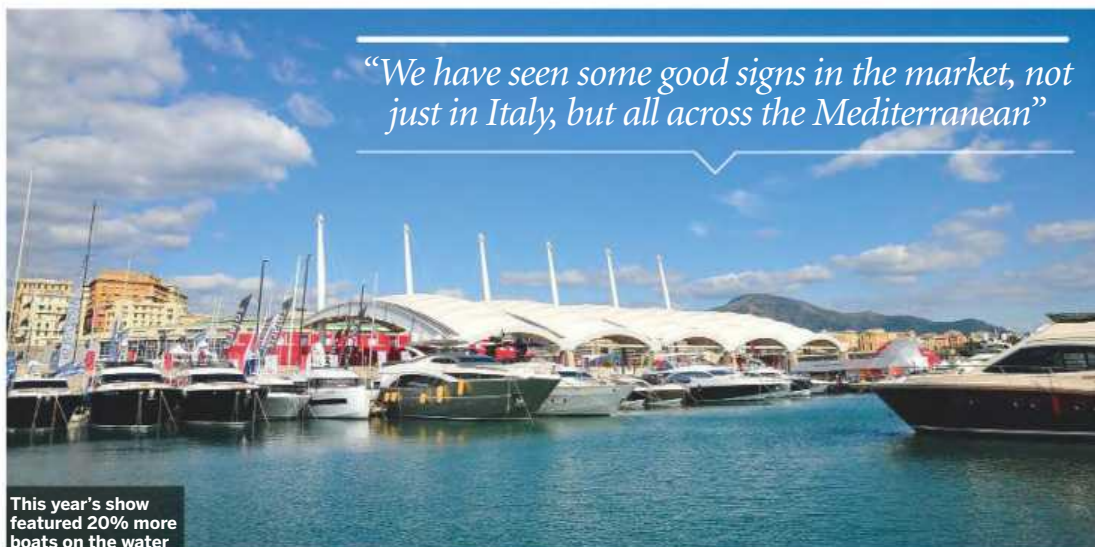
The Motor Boat Awards will be returning for their tenth year in 2016, and we need your help to decide the winner of the Customer Service Award.

We are now accepting public nominations, which can be for any marine company, whether they are a broker that helped you find your dream boat or a marine engineer that went the extra mile to save the day.

The awards are once again being sponsored by Pantaenius Sail and Motor Yacht Insurance and the winners will be announced at the Rosewood London Hotel on January 11.

To make your nomination for the Customer Service Award, email serviceaward@timeinc.com before the deadline of Tuesday December 8.





This year's show featured 20% more boats on the water

Genoa show grows again

Bumper crowd flocks to expanding Mediterranean boat show

It may not be able to compete with the likes of Cannes and Monaco any more, but there are signs that the Genoa Boat Show is on the rise once again.

The 55th edition of the Salone Nautico at the Fiera di Genova had a distinctly upbeat feel to it this year, with a 20% rise in on-water exhibits. Most notably there was a return for Azimut Yachts, who sat out the 2014 event. This year the Italian giant brought eight of its newest models along, including the recently launched 72 Fly.

Giovanni Bogetto from Azimut told MBY: "It is important for us to be in Italy and support our local dealers. We have seen some good signs in the market, not just in Italy, but all across the Mediterranean."

One notable absentee was Ferretti Group, following its departure from industry body UCINA earlier this year. Despite the unrest from within, UCINA president Carla Demaria was upbeat: "The market is back and we deserve it, because we have fought for it."

What's more, the footfall was

healthy, with the organisers claiming that 115,180 people visited the show, a 5.4% rise on 2014's total.

While most of the boats on display had already been premiered at Cannes, there was still plenty of variety to keep boaters' attention, from the bizarre looking Overblue 44 motor cat to the handsome long-range Azimut Magellano 66 and the good-value Jeanneau Leader 46. For our review of these and many more new boats recently unveiled at the Cannes and Genoa Boat Shows, turn to p20.

The expanded marina will feature seven new superyacht berths



Port d'Andratx on the rise

Mallorca marina expands

The superyacht influx to Mallorca looks set to continue, with the Balearic island's Port d'Andratx announcing a €2m expansion project.

Works are now under way at the Mallorcan marina after receiving approval from the Balearic Government Port Authority back in December 2014.

Once completed, the expanded marina will have seven new superyacht moorings measuring from 26m to 30m in length, plus parking for 34 more cars.

Lorenzo Vila, director of local charter firm easyboats, said: "We have seen the transformation from humble fishing village to millionaires' and billionaires' playground."

"The port's image is now very upscale with high-end restaurants, eight-figure price tag villas and superyachts on the scene," he added. "These new berths are much-needed."

IT COULD ONLY HAPPEN IN.... ITALY



JET CAPSULE IS GO

Italy is a land of many weird and wonderful watercraft, and only here could an idea as bonkers as the Jet Capsule be turned into a reality – and in Fiat Mare's renowned Napoli factory, no less. Powered by a 370hp Yanmar 8LV engine and Hamilton HJ274 jet-drives, this wacky 24ft bubble boat is capable of a top speed of 32 knots. Mamma mia!

Azimut sells stake to investment bank

Vitelli family loosens grip

Azimut, the family-owned Italian boatbuilder, has sold a stake in its share capital to merchant bank Tamburi Investment Partners, writes Philip Reynolds.

A statement released by Azimut Yachts confirmed that the Vitelli family, the majority shareholder, sanctioned the sale to help "enhance the development and growth strategy".

In a second strand to the agreement Tamburi, which is listed on the Borsa Italiana (Italian Stock Exchange) in Milan, has underwritten a capital increase at a cost of €30m (£22m).

As a result of the transactions Tamburi now owns about 12% of Azimut. The deal is significant in the marine world as Azimut is one of the few family concerns operating on



Azimut recently unveiled the 72 Fly at Cannes

Photo: ANDREA SCULATI

such a scale in the leisure boatbuilding industry. The company was founded by Paolo Vitelli in 1969 and is based near Turin. It has boatyards in Viareggio, northern Tuscany and Brazil.

It presented its latest models – the Azimut Magellano 66 and Azimut 72

(pictured above) – to the world at the recent Cannes Yachting Festival.

Azimut's next major boat show appearance will be at the Fort Lauderdale Boat Show, where both new models will go on display alongside the Atlantis 43, 77S and Magellano 76.



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The truth about The 2016 Venture Cup

We get the inside scoop on next year's Round Ireland offshore powerboat spectacular

What's it all about?

The modern incarnation of the Venture Cup began life in 2013 with an attempt to restage the classic London to Monte Carlo powerboat race in 2014, after a previous attempt by a different group of organisers was postponed due to a lack of entries.

The name refers to a solid silver trophy that was originally awarded to Sussex Motor Yacht Club in 1908 and was also going to be presented to the winner of the 2014 London to Monte Carlo race.

The Venture Cup name was adopted by the organisers as an umbrella brand to stage a succession of long-distance offshore powerboat events, the latest being a Round Ireland Race in 2016.

How many races has it successfully staged?

A four-day prologue race from London to the Channel Islands in June 2013 went ahead but the main London to Monte Carlo race planned for the following year had to be cancelled after the RYA refused to sanction it. However, a group of four boats who were due to race decided to complete the 2,500nm trip to prove that it could be done.

So, it's all over then?

Far from it. The tenacity of the four crews that made it to Monte Carlo in 2014 captured imaginations across the Irish Sea and there are now plans to put on a 2016 Round Ireland race.

What's to say it won't be called off again?

Quite simply, the money is right this time around. The original start date of June 2015 was pushed back by 12 months to get the funding right and now the Venture Cup team have an impressive array of both private and public-sector backers.

So far they have raised more than €500,000, which they claim is enough to run the race without any further funding if necessary, although they hope to raise a further €500,000 before the race starts in June 2016.

The 2014 Venture Cup saw four boats race from London to Monte Carlo



"This event is 100% going to run. There are simply too many stakeholders already on board for it to fail"

Chief organiser Aidan Foley is definitive on the matter: "This event is 100% going to run. There are simply too many partners, backers and stakeholders already fully on board for it to fail in any way."

What is the route?

Starting from Cork Harbour on June 12, teams will race clockwise around the Emerald Isle to Dublin, covering 1,000nm over seven days. "The dream of the Venture Cup will be brought fully to life in 2016 as teams take on some of the world's most challenging and dramatic locations," Aidan said.

Along the way, they will pass many

notable nautical landmarks, including Fastnet Rock, Bolus Head, and the Giant's Causeway. To draw in the crowds, the boats will also compete over three inshore racing circuits: in Cork Harbour on June 12, Galway Bay on June 15, and a final showdown in Dublin Harbour on June 19.

Críona Ní Dhálaigh, lord mayor of Dublin, has leant her full support to the race and says the teams can expect a warm welcome in the capital: "We look forward to working with the Venture 16 team and Dublin Port to deliver a unique shore-based festival experience to complement the spectacular watersport activity in Dublin Bay."

Who will be entering?

This is the one piece of the puzzle left to fill but with an entry fee of just €500 per team and the promise of international television coverage, the organisers are confident of attracting the right calibre of racer.

A team meeting is due to take place later this month at the Irish embassy in London where full details of the race will be shared and official entries invited. The organisers have already received 25 expressions of interest from teams many of whom have been waiting for a properly funded race of this nature.

Alongside the main race, the Irish Maritime & Energy Resource Cluster will be entering a number of naval and patrol vessels. These boats will compete in an Experimental class, which the organisers hope will serve as a "test-bench for high-speed boat testing and innovation".

What does the UIM have to say about it?

Organisers are in talks with world powerboat racing governing body UIM to secure its formal backing, but this has yet to be officially announced. However Jean-Marie Van Lancker, president of the UIM's pleasure and navigation commission, said: "We are working on it and will support it."

FOR ✓

- Offshore racing is set to return in a big way and attract much-needed coverage of the sport
- The course will take in some of the most spectacular coastline in the British Isles
- Funding has already been secured, to the tune of €500,000

AGAINST ✗

- Previous attempts to stage long distance offshore races have often come to nothing in the past
- At the time of writing, no raceboats have been officially confirmed
- Even in June, the weather on the Atlantic coast of Ireland can be highly unpredictable



NOT SO TENDER



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YOURMBY

Have your say in print and online



Edited by Hugo Andreae

CONTACT MBY

Email mby@timeinc.com

Write Motor Boat & Yachting, 110 Southwark Street, London SE1 0SU

Impulse shopping

I'm a man of the sea and love all boats, power or sail. I have a small dinghy that I sail with my three- and five-year-old children, then to get the adrenaline going I sail a single-handed asymmetric catamaran.

Two years ago we purchased our first family motor boat; a 2005 Crownline 250CR. We went along to Southampton Boat Show this year for a browse and for my wife to check out an Aquador 27 HT. Genuinely, we were only going for a nosey, but an hour into the show and the staff at MGM and my wife had me convinced to buy one. This will be the first 27 HT in the UK and while only really a facelift from the 26 HT, I felt it was unbeatable in terms of quality at the show. Next week will hopefully herald a new dawn on our boating adventures with the family!

Mark Jenkinson

Great choice of boat, I've always admired the Aquador range for their looks, practicality and build quality. Hugo

The Aquador 27 HT – a great boat for families



STAR LETTER

WINS A BOTTLE OF PUSSEY'S RUM!

The official rum of the Royal Navy Association and the Royal Navy Sailor's Fund



review of features was an excellent way to present the benefits of this jacket. However, the photograph clearly shows Dave with the essential crotch straps neatly stowed short around his waist and under his arms. All those lovely safety features are useless unless the crotch straps are worn where they should be, between the legs. All that extra buoyancy and the spray hood are wasted as the jacket slips higher and the wearer lower in the water. It's disappointing that a magazine as influential as yours let this one slip through. **Steve Walker**

*It would be so easy to fabricate an excuse (had just put the lifejacket on for the photos; was moored alongside the dock at the time) but the truth is that in the circumstances in which that particular photo was taken – protected inshore waters, cruising in close company with another boat, flat calm conditions – I often overlook the crotch straps that you quite rightly point out underpin the effective workings of all lifejackets. In fact, in those circumstances, I normally wear my 50 Newton Baltic Float Tech buoyancy aid instead, which is far more comfortable than any lifejacket, is less likely to snag on protrusions, and allows far easier movement if the need to swim back to the boat ever arises. But you're right to censure me because, just like a kill-cord, attaching the crotch straps should be an automatic act. **Dave Marsh***

All the gear...?

I thoroughly enjoyed Dave Marsh's review of the Crewsaver Ergofit 190CS lifejacket (MBY, October 2015). The objective comparison

England's World Cup may have ended in an early bath but dep ed Jack and Rob from ads cruised to victory playing with the Moriati Media Nomads



Sorry Hugo, you can't sail off into the sunset on the Spirit P40



BEHIND THE SCENES

The shots the MBY team would rather you didn't see



Chris matches his shirt to the colour scheme of the Genoa Boat Show

Not quite the ideal mooring





Red light Anthony Purnell shot this remarkable sunset scene while cutting through the Swale on return to the Rochester Cruising Club. The white mist is in fact marsh gas.

YOUR PHOTO OF THE MONTH

Wins a hand-held Icom IC-M23 Buoyant VHF Marine Transceiver worth £165! Send your best photo to us at mby@timeinc.com



ICOM

this Sunseeker 40M was one of several boats damaged by a violent and unseasonal storm. Thankfully nobody was hurt and this kind of occurrence is extremely rare. Book your charter with confidence and send us some happier photos of the area next year. **Hugo**

Powerless to change

You might expect that if you'd paid nearly £50 per night to berth your boat in a Premier Marina, including electricity, that you would have enough power to see you through the day. After all, it's summer, albeit in England, and there's no need for heaters.

So, when all the power goes off, and you spend half an hour tracing on-board systems before finally phoning the marina, who tell you that electricity is limited to £2 worth a day (no matter what size your boat!) you're probably going to be fairly annoyed.

Our juice ran out on the first day of our stay in Chichester. Thankfully the marina offered to top up a further £1 for free. The next day we awoke to no power again and this time I was told I should either walk to the office, a long distance in the rain, or provide a credit card over the phone. Paying the odd pound or two isn't a big deal when you already own a boat, but the whole point of boating is to enjoy yourself and have a stress-free time.

Oh, and don't pay by credit card as there's a 2.5% surcharge! Premier Marinas should be more honest about their mooring fees and stop trying to extract money with extras.

Martyn Eustace

Following Martyn's letter, we agree that he makes a fair point and one that has given us food for thought. Currently the £2 credit we load into our system provides the basis upon

which our electricity distribution system can be engaged and £2 has proven to be sufficient for the vast majority of our visitors. However, we now intend to review how we manage the provision of electricity for visitors and will report back to MBY once that review is completed. **Barbara Liddell, Premier Marinas**

NEXT ISSUE...



Full sea trial of the rapid Princess S65

ON SALE: DECEMBER 3

Princess S65 on test: 37 knots of prime British beef

Canals to the Med: Part 1 of a new cruising adventure taking a trawler yacht through France en route to the Med

Chris-Crafts old and new: We test the new Launch 36 and see how one owner revamped a second-hand 27

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SPIRIT P40

Impeccable styling opens the door to the world of powerboats

Text and photos: **Hugo Andreae**



Mention that you own a Spirit Yacht to anyone in the sailing fraternity and they will nod appreciatively at your excellent taste in yachts. Mention the same thing to a motor boat owner and the best you can hope for is a quizzical look that implies you may be a few sandwiches short of a picnic.

The confusion will only last as long as it takes for you to whip out a photograph of a Spirit P40, one of a handful of motor boats which this well known sailing boat manufacturer has built, at which point you can guarantee they will want to be your friend for life.

There is something about this modern but classically styled British-built boat that makes even the most emotionally-stunted boat owner go inexplicably weak at the knees. And I have to confess that I am no exception. Wrap your hands around that richly lacquered mahogany steering wheel, let your eyes wander over the long teak foredeck, breathe in the rich aromas of cedar wood wafting up from the companionway and I defy you not to be won over by it.

In fact, this isn't the first motor boat which the Ipswich-based manufacturer has built, a customer commissioned a bespoke 35-foot wheelhouse model in 1999 and a superyacht owner followed suit with a couple of 40ft chase boats, but the P40 is its first attempt at an open sportscruiser. It was finished just in time for the Cannes show but despite the lack of shakedown time, the team were happy to let me have a quick run out before the show opened.

SLICING THROUGH THE WATER

Once free of the tightly packed boats in Cannes' Vieux Port, I ease open the throttles on the twin 260hp Yanmar sterndrives to be met with, well, not very much at all. With so little time to get the boat ready for the show, the yard had to make do with a set of over-pitched props resulting in severely blunted acceleration from idle. Only when the engines reach 1,900rpm do the turbos spool up and start laying down some serious power. At this point the P40 surges ahead, gathering pace with the dignified grace of an old school Bentley Mulsanne. There is no perceivable hump as it climbs on to the plane, just a steady and surprisingly rapid increase in speed.

Even with the engines hobbled by the over-pitched props and revving 900rpm short of their recommended maximum, the P40 still canters along at a steady 35 knots, so I wouldn't be surprised to see close to 40 knots at full revs with the right props and considerably more than that with the optional 400hp lumps.

That tall vertical bow doesn't just cut through the waves, it splits them asunder like Moses parting the Red Sea. Great swathes of green water rise high up the topsides before peeling off in long sweeping arcs. The slender bow and tapered flare does mean that if you bury the nose too deeply into the back of an oncoming wave there is a risk

The exquisitely proportioned sheathed cedar wood hull is good for at least 34 knots





of giving sunbathers on the aft loungers an unexpected bath, as MBY's advertising manager found out to her cost!

This wave-piercing bow shape and the inherent noise and vibration damping qualities of its wooden structure also help the P40 to ride more like a Bentley than a Ferrari, wafting along without the slamming or shuddering that can affect a 'mere' GRP hull. In fact, the Brazilian cedar wood planking supported by sapele ring frames is a remarkably strong but light construction (4.5 tonnes dry) that has been sheathed in GRP and vacuumed into place to create a perfectly smooth and watertight surface.

The sterndrive set-up ensures that despite its imperious cruising nature, it steers and handles with surprising verve. The initial turn-in is smooth and steady but keep winding on the lock and the hull suddenly digs in, rapidly tightening the turn while simultaneously scrubbing off speed. It never feels in any danger of dipping a rail but it's rather more aggressive than you'd expect of such a sedate looking craft. A subsequent investigation by Spirit's own naval architect and a Yanmar engineer has resulted in a number of changes to both the outer and innermost chines aimed at deflecting the bow wave downwards and resolving this sudden change of cornering attitude, although sadly not in time for us to retest it prior to publication.

Clearly this isn't a boat intended for lengthy liveaboard cruising so it's no surprise to find that space, and in particular headroom, is limited below decks, although even as a day guest it's worth ducking down to admire the artistry of the woodwork. In reality, the heads is likely to get rather more use than the bed but it's perfectly feasible to spend a comfortable weekend on board. There's even a full length cockpit canopy that tucks away underneath one of the many immaculately finished deck lockers.

THE DATA

SPECIFICATIONS

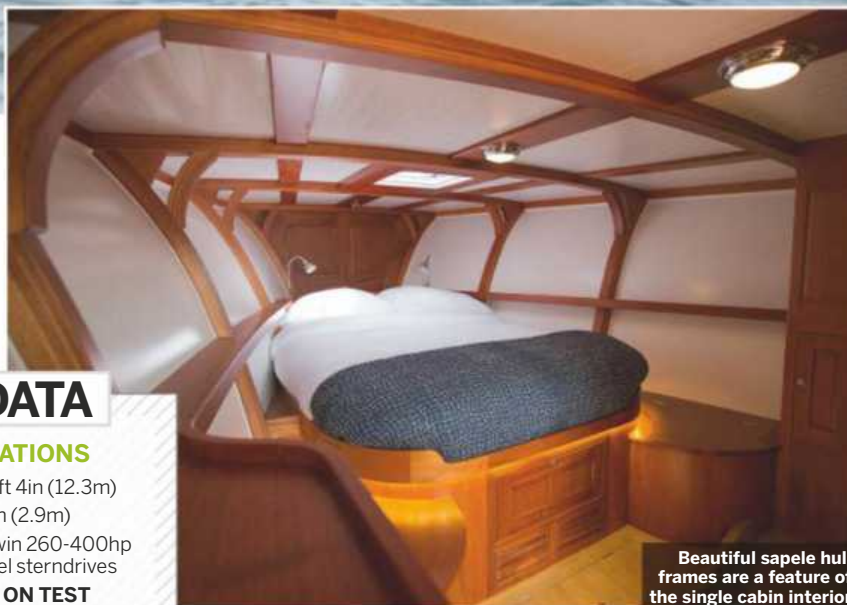
LENGTH 40ft 4in (12.3m)

BEAM 9ft 5in (2.9m)

ENGINES Twin 260-400hp
Yanmar diesel sterndrives

TOP SPEED ON TEST
35 knots @ 3,100rpm

PRICE FROM £474,000
inc UK VAT



Beautiful sapele hull frames are a feature of the single cabin interior

Trying to judge the Spirit by conventional sports cruiser standards doesn't really work. This isn't a boat you buy for the size of its accommodation or the agility of its hull, you

buy it because of its looks and the way it makes you feel. Short of piloting a Spitfire over the White Cliffs of Dover or wrestling a Bentley Speed Six around Le Mans, I can't think of another experience that would come close to matching the sense of pride in British design and craftsmanship that helming a Spirit P40 around the bay of Cannes gives you. That kind of feeling rarely comes cheap but at £395,000 ex VAT, roughly the same as a Windy 45 Chinook, the P40 seems quite good value for such a bespoke, hand-crafted, thing of beauty. Whether it's enough to make Spirit Yachts a household name in the motor boat fraternity remains to be seen, but as calling cards go, the P40 certainly leaves a lasting impression.

Contact Spirit Yachts.

Tel: +44 (0)1473 214715 Web: www.spirityachts.com

NEW BOATS FROM CANNES

We review all the key new models launched at Europe's No 1 show



Edited by Hugo Andraee
Email: hugo.andraee@timeinc.com



mbly.com/cn15



Princess 35M

There's much to like about Princess's new 35M but for all its lavish entertaining spaces, it's the stairwell that leaves the biggest impression.

In most craft, steps are simply a means to an end, but on the Princess 35M they are a feature in themselves. Planted boldly in the middle of an expansive amidships lobby with an elegant curve of cantilevered wooden steps floating up towards the pilothouse and down to the guest cabins behind a wall of clear glass, they speak volumes about Princess's determination to join the superyacht league. Clean, classy and beautifully executed, they demonstrate a new-found confidence in the yard's ability to step up from building stylish production craft to seriously sophisticated semi-custom superyachts. But don't confuse the absence of bling for a lack of luxury; the 35M is brimming with clever features and

designer details. The raised pilothouse clears space on the main deck for a forward owner's suite. This one's a cracker with split-level windows on both sides to make the most of the elevated views and a huge ensuite bathroom with a full length tub next to the window plus a mosaic tiled shower that's large enough to qualify as a wet room.

This first boat is fitted with a sliding partition between the two main guest suites, which allows them to be set up either as a single vast VIP suite with its own private lounge and twin bathrooms or as two separate doubles. It works so well that unless you have any concerns about noises carrying between the two cabins, it seems like a must-have option.

The open-plan saloon and dining area, with its sliding side doors giving out on to folding balconies, is every bit as spacious as you would expect, while the glossy freestanding table and chairs

HIGHLIGHTS

- Main deck owner's suite
- Showpiece lobby area
- Spectacular deck spaces



Open-plan saloon and dining area makes the most of the sliding side doors and folding terraces

for ten adds an air of formality for smarter evening meals.

In the daytime the vast flybridge and foredeck seating areas are where guests are likely to spend the majority of their time, with the former coping admirably as an impromptu venue for a press conference for 50 journalists spread out around the copious

benches, sunpads, chairs and bars.

A chat with the owner's captain revealed that its cruising sweet spot is 17.5 knots with the engines burning around 440 litres per hour for a range of 550nm. Put the hammers down and it will thunder up to 25.5 knots, although the captain was too discreet to reveal what that did to the fuel figures – perhaps a wise move given how desirable his latest posting is.

Contact Princess Yachts.

Tel: +44 (0)1489 557755

Web: www.princessyachts.com



Main deck master cabin enjoys elevated views even when relaxing in the ensuite bath tub



Immense sundeck is the perfect party platform

AT A GLANCE

Length 115ft 4in (35.15m)

Beam 23ft 11in (7.3m)

Engines Twin 1,925hp-2,637hp

Caterpillar or MTU diesels

Top speed 21-27 knots

Price from £8 million ex VAT

Clever bow seating area and cockpit offers something which none of its rivals can



HIGHLIGHTS

- Cockpit balconies
- Swivelling transom bench
- Opening saloon sides

Galeon 500 Fly

We've been saying it for a few years now but this new 50ft flybridge confirms it, Galeon is producing some of the best looking, most innovative new craft of the moment. The 500 Fly takes that to new heights with a raft of neat ideas that leaves its more conservative rivals looking distinctly flat-footed.

Much of the credit goes to British designer Tony Castro, who has packed it full of genuinely useful features and still managed to make it look good. Foremost among these are the drop-down balconies on both sides of the saloon which extend the cockpit to a massive 5.8 metres wide. The reason they work so well is because the huge

side windows also slide forwards so that the saloon and galley are open to the side decks as well as the cockpit. This creates a wonderful inside/outside vibe with a fold-out breakfast bar on the port side balcony and a settee that flips over to face the sea on the starboard side balcony. It's a stroke of genius that creates the kind of beach club area that is normally found on 150ft superyachts.

This clever thinking extends to the cockpit layout, which can either be specified with a classic L-shaped dinette and a crew cabin underneath or with a smaller dinette and a sunpad over a full-sized tender garage. The final option aims to provide the best of both worlds

Aft galley doubles as an outdoor breakfast bar when the sides are open



Impressive build quality and detailing in the full-beam owner's suite



with a clever rotating bench seat that still has room for a slim garage below. If that doesn't swing it for you then perhaps the bow area will. In passage mode all you can see are three discreet and very useful deck lockers but once at anchor the two outside ones glide in electronically to create a single large sunpad, or you can slide them back, flip up the backrests, plug a teak table in the middle of them and you've got a large and very private dining area.

Down below there's a full height, full-beam owner's suite with big hull windows and impressive detailing. The forward VIP enjoys excellent natural light from a multitude of skylights and hull windows as well as ensuite access to the shared day heads but the bed itself is a slightly compromised diamond shape. The third cabin is understandably small with a single bed and a slide-out second berth tucked beneath it.

Admittedly the folding balconies and foredeck are optional extras and until we've tested them in earnest we can't vouch for how sturdy or reliable they are but on the face of it the design, the build quality and the detailing puts some of the other mainstream builders in the shade.

Contact MGM Boats.
Tel: +353 (0)1280 2020
Web: www.galeon.pl

Drop-down balconies, sliding side windows and swivelling transom bench transform the saloon into a mini beach club



AT A GLANCE

Length 47ft 5in (14.44m)
Beam 14ft 8in (4.46m)
Engines Twin 575-725hp Volvo D9, D11 or IPS900s
Top speed 30 knots
Price from €670,400 inc VAT

HIGHLIGHTS

- Great deck spaces
- Dual mode hull
- Four double cabins

SEE THE VIDEO



mby.com/am66

The dual mode hull is capable of 22 knots and over 1,000nm at 8 knots

Azimut Magellano 66

There has never been an issue with the style or quality of the Magellano range of long distance cruisers but some of the smaller models can feel a little busy when compared to the more voluminous fast trawlers on the market. Not the new 66, we reckon it's the best Magellano yet. That's because the long, lean proportions of the semi-planing hull not only look sweeter at this size but also create the volume and deck space to deliver the luxurious socialising areas that buyers expect.

The design brief was to create the feeling of a megayacht on a 20m platform and in many ways it has succeeded. The wide side decks with 1m-deep bulwarks capped in teak and topped by chunky stainless steel grabrails with neatly integrated spring cleats wouldn't look out of place on a

much larger boat. The layout of the main deck has also been designed like a superyacht so that the forward galley and bridge can be shut off from the guest areas further aft while still allowing crew to shuttle back and forth.

Tenders and toys are another key part of the superyacht experience and Azimut claims there is room for four Seabobs and four folding bikes in the multitude of deck and flybridge lockers, as well as the ubiquitous Williams 385 on the hydraulic bathing platform. In total there is said to be over 14 cubic metres of storage space dotted around the decks and interior of the 66.

Deck spaces are another big focus of this boat with a very private and well protected foredeck seating area in addition to an extended flybridge with an optional hardtop. This area is

dominated by a large central dinette and bar with room for freestanding chairs or sunloungers further aft. There is also a rather lovely outside shower up here integrated into the central mast.

You can take it as read that the interior is every bit as stylish as you'd expect from an Azimut with a rich but subtle combination of leathers, fabrics, woods and carpets. The main deck is all on one level from the aft end of the cockpit all the way through the open-plan saloon and dining area to the galley and helm.

Down below, the full-beam owner's suite is notable for its two large and beautifully lit wardrobes on either side of the low-slung bed as well as the elegant sofa, dressing table and full length sideboard. The two other double guest cabins also enjoy ensuite

Sociable foredeck seating and deep bulwarks add to the mini-superyacht vibe

bathrooms, although the smaller of the two has to share it with the fourth bunk cabin opposite.

The two 800hp Volvo D13 engines on vee-drives are supported by thrusters and a Xentia joystick for easy berthing. They give a stop speed of 22 knots and a range of over 1,000nm at a steady 8 knots from the 4,500-litre fuel tanks.

Contact Azimut Yachts London.

Tel: +44 (0)20 7952 6393

Web: www.azimutyachts.com

AT A GLANCE

Length 66ft 1in (20.15m)

Beam 17ft 10in (5.44m)

Engines Twin 800hp Volvo D13s

Top speed 22 knots

Price from €1.8 million ex VAT

Entertaining spaces can be closed off from the galley and helm if required

Master suite is awash with storage options and lavish details in leather and wood





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Ferretti's sporty, open look is a deliberate ploy to make its boats look prettier



HIGHLIGHTS

- Cut down gunwales
- Really light saloon
- Angled swim platform

Ferretti 700

Whereas Azimut piled a carbon fibre hardtop, foredeck seating area and four ensuite cabins into its new 72, Ferretti went for a sportier, pared back look for its new 700. It certainly looks the part with its new forward thrusting radar arch and hull windows and ironically it also weighs less than the carbon-rich Azimut.

The real wow factor is reserved for the main deck, which thanks to the cut down gunwales and vast frameless windows has to be the brightest living

area you'll find on any 70-footer.

Down below there's a choice of three or four cabin layouts, all of which are good size doubles, although the third and fourth cabins share a bathroom.

We weren't so convinced by the design of the flybridge. The fixed GRP table was lower at one end than the other and the helm seat is actually above the level of the protective side coaming. An optional hardtop is available if you want to upgrade the

standard folding bimini. The foredeck sunpads also look a bit basic compared to the walk-through seating arrangements many of its rivals now offer.

One neat idea is the way the large hydraulic bathing platform slides down at an angle, exposing a set of steps that allows guests to walk down into the sea.

Contact Ventura Europe.

Tel: +44 (0)20 7495 2330

Web: www.ferretti-yachts.com



Fixed GRP flybridge table looks a bit basic



Big windows and low furniture maximise light and space



Large full-beam owner's cabin

AT A GLANCE

Length 70ft 9in (21.58m)

Beam 18ft 1in (5.53m)

Engines Twin 1,000hp-1,200hp MAN diesels

Top speed 29-31 knots

Price from €2.43 million ex VAT

Lots of usable deck spaces and a sporty new look for Ferretti's 550



HIGHLIGHTS

- Bow seating area
- Sporty new looks
- Aft galley saloon

Ferretti 550

As with the new 700, Ferretti has gone for a lower, leaner, sportier look for the 550 by integrating the radar arch into the rear of the flybridge moulding.

The 550 also benefits from a host of clever features including a walk-through seating area at the bow, an angled hydraulic bathing platform with steps down to the sea and a fabulous full-beam owner's cabin with full headroom all the way round the bed and a lovely little dinette next to the hull window.

The standard layout includes two further guest cabins with a shared bathroom, but there is also a more traditional three-cabin, three-heads option and an Asian version that swaps the cabins for a galley-down layout and a large meeting or karaoke room.

However, it's the main deck living area that really does it for us, with its wide opening doors that tuck away under the flybridge stairs and a teak-laid aft galley that feels as much a part of the cockpit as it does the saloon.

The step up to the dining area is quite high and sharp-edged, and we're not convinced by the rather shapeless cushions of the dinette and helm station, even if the visual effect is all very stylish.

Interestingly there is now an option for a flybridge hardtop instead of the standard folding bimini, which might add a greater sense of security



Teak flooring makes the aft galley feel like an extension to the cockpit



Full-beam owner's cabin is particularly bright and spacious for a 55-footer



Lots of lounging space on the flybridge but the seat backs are strangely low



given the rather low seat backrests. However, this more cost sensitive approach and the favourable exchange rates means the 550 now looks rather good value.

Contact As above.

AT A GLANCE

Length 55ft 2in (16.82m)

Beam 15ft 9in (4.82m)

Engines Twin 715hp Cummins

Top speed 30 knots

Price €1.19 million ex VAT

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 **FAIRLINE**



Weight-saving carbon fibre moulding has allowed Azimut to pack in extra features

HIGHLIGHTS

- Carbon fibre flybridge
- Large foredeck lounge
- Single level main deck

Azimut 72

The 72's big news isn't the styling, which is an evolution of the same look we've already seen on the 80 and 50, but the way it's built. The whole of the superstructure and flybridge are made from carbon fibre rather than GRP.

The result is a claimed weight saving of almost 30%, which Azimut has chosen to 'reinvest' in creating larger deck spaces and greater internal volume while maintaining a similar displacement (53.3 tonnes fully loaded) to its competitors.

Whether that claim stacks up is hard to prove but it certainly feels like a very big boat with four double ensuite cabins, a single level open-plan saloon, galley and dining area and a large and well laid-out flybridge complete with an opening hardtop.

The long flybridge overhang creates shade for the cockpit underneath while the foredeck features the now essential C-shaped seating area as well as a large sunpad area in front.

Unlike the Magellano 66, which can

be set up as a fully crewed boat, both the central galley and raised helm seats are very much part of the action. In fact the whole of this main deck space is designed to be as open as possible to make the most of the huge side windows. It works a treat, although the glass dining table looks like it would struggle to seat more than six.

Limed oak floorboards, high gloss ebony and ivory leather and fabric furnishings lit by multiple recessed LED lights create a chic but informal vibe.

Owner's cabin is one of four double ensembles

Main deck is step-free from the cockpit through to the galley and helm

The big question is whether all that weight saving up top helps to make the 72 a more stable, sporty drive than would usually be the case. We hope to find out with a full sea trial shortly.

Contact See the Magellano 66.

AT A GLANCE

Length 74ft 3in (22.64m)

Beam 18ft 4in (5.6m)

Engines Twin 1,400hp MAN CR V12

Top speed 31 knots

Price from €2.7 million ex VAT

HIGHLIGHTS

- Spacious cockpit
- Upmarket finish
- Two good cabins



Slash of black glass breaks up the tall upright topsides



Beamy cockpit works a treat and looks classy too

Cranchi Z35

Cranchi has always done a nice line in open cockpit sports cruisers and this new Z35 looks bang on the money.

Taller, beamier and considerably more voluminous than its predecessors, it manages to avoid the slab-sided look of some of its rivals by incorporating a dramatic slash of glass along each hull side.

Some recent Cranchis have felt built to a price, but not this one. The beamy cockpit feels really classy with hefty mouldings, top quality seat trim, a solid teak table and a teak-fronted wet-bar. It's also very well laid out with plenty of room around the C-shaped dinette and

pull out stools enabling guests to sit round all four sides of the table.

One of the reasons the cockpit feels so beamy is the absence of side decks; instead there's a set of steps moulded into the dash allowing crew to access the foredeck through an opening section of the windscreen. It works very well providing a safer passage forward and freeing up valuable space in the cockpit. There's only room for one at the helm but the ergonomics are superb with a near perfect relationship between the wheel and throttles.

Down below there's a useful dinette that makes up to a bed when needed, a



Lower dinette makes up to an extra berth if needed

Two good double cabins forward and amidships

small but practical galley opposite and a good-sized day heads. The owner's cabin in the bows makes the most of those extended hull windows but it's the mid-cabin that seems particularly bright and spacious for this style of boat.

A pair of 260hp D4 sterndrives are good for a claimed 34 knots while the bathing platform looks big enough for a tender. Here at last is a stylish, open and affordable Italian sports cruiser to

rival Jeanneau and Bavaria.

Contact See website for UK dealers.

Web: www.cranchi.it

AT A GLANCE

Length 37ft 11in (11.55m)

Beam 11ft 6in (3.49m)

Engines Twin 260hp Volvo D4 sterndrives

Top speed 34 knots

Price €251,988 inc UK VAT

HIGHLIGHTS

- Open and Sport Top models
- Fully enclosed deck saloon
- Strong value for money



Jeanneau's new flagship comes in open and hardtop forms, as well as this fully enclosed sport top model

The layout and finish of the cockpit is the same in all three models



Lower saloon and galley still leave room for two good ensuite cabins

Jeanneau Leader 46

We're rather surprised this boat exists given that there is already a Prestige 450S in the Jeanneau stable. Perhaps it's because the Leader 46 comes as a fully open boat as well as an open backed hardtop and a fully enclosed sport top variant, whereas the Prestige 450S is a strict coupé only.

Jeanneau opted to show the fully enclosed sport top model at Cannes

and like the rival Bavaria 450 Coupé, it felt like a bit of a compromise. Not only does it look odd having teak decks and weatherproof seating inside but it means there is no separate aft cockpit where people can sit outside, just a sunpad and walkways either side.

A Ferretti-style flip-up aft window and GRP sunroof helps bring the outside in but glass panels in the sunroof would

have looked better when closed.

The second saloon below decks seems rather redundant on an enclosed boat but does still leave room for a VIP guest cabin with scissor-action berths and a full-beam master suite.

Contact See Jeanneau website for dealers. Web: www.jeanneau.com

AT A GLANCE

Length 46ft 10in (14.3m)
Beam 13ft 5in (4.1m)
Engines Twin 370-435hp Volvo D6 or IPS600s
Top speed tba
Price from £393,000 inc UK VAT



HIGHLIGHTS

- Vacuum-infused hull
- Custom interior
- Fast and fuel efficient

Trawler looks but a vacuum-infused hull capable of up to 25 knots

Folding cockpit doors create a wide opening into the galley and saloon



Sundeck 550

It's a brave move to launch an entirely new make and range of boats into a market that is only just getting off its knees again but that's exactly what this Italian yard has done. Tapping into the demand for semi-displacement fast trawlers, it has commissioned Zuccheri Design to create a range of three new navetta-style boats from 55ft to 80ft.

The first to arrive is this Sundeck 550, which claims to offer more volume, better fuel efficiency and a higher degree of customisation than its rivals. Through extensive use of vacuum-infused mouldings and a tall, upright

design, it has created an unusually roomy craft that is said to reach 25 knots flat out and burn a modest 18 litres per hour at 8.5 knots.

The standard layout features a full-beam owner's suite amidships with two ensuite guest cabins but the show boat had a four-cabin layout aimed at the charter market. There's even a crew cabin tucked in the stern. Surprisingly it doesn't feel too cramped thanks to a lobby area between the two guest cabins and a clean, uncluttered look.

Some of the credit must also go to the compact FTP engines and the Item



Spacious flybridge needs some colour and shade



Lots of light, airy cabins but a bit short on detail

Mare gyro stabiliser, which free up space for accommodation. Wide side decks, deep bulwarks and an airy aft galley saloon tick all the right trawler boxes. All that's lacking is a little more detail to the pleasant light oak interior. **Contact** Sundeck Yachts. Tel: +39 (0)721 1748096 Web: www.sundeckyachts.com

AT A GLANCE

Length 56ft 11in (17.35m)
Beam 16ft 5in (5.00m)
Engines Twin 450-570hp FPT diesel shaftdrives
Top speed 25 knots
Price €1 million ex VAT

HIGHLIGHTS

- Vertical bow
- Electric gangway
- Basic cuddy cabin

Deep-vee hull, retro looks and big V8 power are as tempting as ever

Chris-Craft Capri 25

With all the excitement about the new generation of Scandinavian sportsboats, it's easy to forget that America is still producing some very tasty craft of its own. Chris-Craft is the daddy of them all and its latest offering, the Capri 25, is a heady mix of retro glamour, modern functionality and world-class build quality.

The vertical bow, first seen on the

Carina 21, adds a modern touch to the profile without detracting from the classic curves. It shouldn't affect the handling either as the vertical section sits well clear of the water, leaving the deep-vee hull and flared topsides to cut through the waves.

The cockpit is a thing of beauty with sculpted seats, quilted upholstery, lashings of teak and pop-up picnic

tables on either side. There is even an electric motor to raise and lower the teak walkway to ensure an easier passage over the stern.

The tiny cuddy has no portholes or skylights but is handy for dry storage and as an emergency toilet.

Contact Bates Wharf Marine.

Tel: +44 (0)193 257 1141

Web: www.chriscraft.com

Exquisite fit and finish to match the retro looks

Cuddy is pretty basic but useful as a day heads

AT A GLANCE

Length 26ft 8in (8.1m)

Beam 8ft 6in (2.6m)

Engines Single 300-430hp Mercruiser or Volvo petrol

Top speed tba

Price from £114,865 inc UK VAT

HIGHLIGHTS

- Twin or triple outboards
- Versatile cockpit layout
- Clever concealed cabin

The Catalina 34 is being touted as the marine equivalent of a Range Rover Sport

Surprisingly spacious cabin and day heads under the helm console

SEE THE VIDEO



mby.com/cc34

Chris-Craft Catalina 34

The Catalina 34 is the new flagship of Chris-Craft's range of luxurious centre console sportsfishers. Company CEO Stephen Julius refers to it as a gentleman's SUV, presumably because in the same way that Range Rover owners very rarely take their precious steeds off-road, the chances of Catalina owners taking their craft out for a spot of big game fishing seem pretty remote.

The important thing is that they could if they wanted to, and all the things which make a sportsfisher so versatile, such as a sturdy deep-vee hull with a tall flared bow and a big open

cockpit with a comprehensive wet-bar/tackle station, are just as useful when it comes to sociable day boating.

The difference is that this one is beautifully finished with triple captain's

Cockpit gate is handy for swimming and fishing



chairs at the helm, a lavish aft bench with flip-up benches either side and a neat little side door for hauling in your catch or yourself after a refreshing dip in the briny.

The walkaround side decks make it easy to access the bow, where a horseshoe-shaped seating area and an extendable sunpad create a second comfortable socialising space. Its secret weapon is a surprisingly spacious and smartly fitted out cabin space under the foredeck console with a comfortable double bed and a proper sea toilet.

It's a lot of money for a weekender but with a pair of big Verados on the back it should also be a lot of fun to drive, which makes the comparison to a Range Rover Sport all the more appropriate.

Contact See above.

AT A GLANCE

Length 34ft 0in (10.4m)

Beam 10ft 10in (3.3m)

Engines Twin 300-350hp Mercury Verado

Top speed tba

Price from £304,688 inc UK VAT

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HIGHLIGHTS

- Tony Castro design
- Huge windows
- Vacuum infused



Bright, modern styling extends to the interior



Distinctive arched gunwales look good and give better views out



No shortage of space or headroom in the lavish owner's suite

Numarine 70 Flybridge

Numarine has been doing lots of interesting stuff in the 78-105ft category but not much below that in recent years so it's good to see it taking a step closer to the more affordable but also more competitive 50-70ft sector.

The new 70 Flybridge certainly looks the part and thanks to a light but stiff vacuum-infused hull it should perform well too. Even the furniture has been designed to meet strict weight targets in a bid to create a lighter and more fuel efficient craft than its direct rivals.

We can't verify how well it performs without a sea trial but it is a very bright boat thanks to an abundance of glass in the hull, superstructure and even the flybridge. Limed oak flooring, white stone surfaces and pale settees further add to the effect in the saloon, with great views out through those distinctive arched bulwarks.

The open-plan saloon with a large galley opposite the helm station is perfectly suited to owner operators, although the long run of seating to port

facing an equally long sideboard to starboard isn't the most sociable of layouts.

All three guest cabins enjoy their own ensuite bathrooms while the owner gets the obligatory full-beam master cabin amidships. The build quality appears good but could do with more detailing to add visual interest.

Contact Numarine. Tel: +90 533 3854988 Web: www.numarine.com

AT A GLANCE

Length 70ft 10in (21.6m)

Beam 17ft 10in (5.45m)

Engines Twin 1,000-1,150hp MAN or CAT diesels

Top speed 31 knots

Price from €2.16 million ex VAT



The bow cover lifts to reveal a terrace overlooking the sea attached to the owner's cabin

Open-plan interior looks and feels more like an apartment than a boat

HIGHLIGHTS

- Huge internal volume
- Catamaran hull
- Full length flybridge

Overblue 44

This extraordinary looking craft is so unlike anything else on the market it's hard to know how to classify it. Technically it's a motor catamaran, although with only a pair of weedy 75hp engines to power it and a very basic outside helm station to drive from it's more a motorised houseboat than a true cruising catamaran.

The inspiration for it came from the yard's Italian owner who rented a house boat in Florida and saw a market for something similar in Europe but with a

much more modern spin. The boxy dimensions do create plenty of interior volume with the rectilinear shapes and proportions of a small apartment rather than a boat but it's let down by disappointingly small windows and a rather cheap fit-out.

By far the biggest win is the vast flybridge which extends from stem to stern with a large outside lounge forward and a dining area aft separated by a central bar and cooking zone.

It's an interesting concept that may



Master cabin opens out on to a small bow terrace

Massive flybridge runs the full length of the craft

well appeal to buyers looking for a second home in the Med they can move from place to place but we can't see it appealing to many traditional cruising boat owners.

Contact Overblue. Tel +39 (0)331 6967400 Web: www.overblue.it

AT A GLANCE

Length 44ft 3in (13.5m)

Beam 13ft 8in (4.2m)

Engines Twin 75hp Volvo Pentas

Top speed 14 knots

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CUMBERLIDGE ON CRUISING

PETER CUMBERLIDGE: *Next time the weather closes in, look to the opposite direction and focus your plans inland – where unexpected delights, entertainment and challenges lie*

The summer of 2015 was pretty dismal for home waters cruising. I don't know what happened to the jet stream, El Niño or the new Met Office computer, but I can't remember such a relentless procession of lows marching up-Channel to disrupt so many passage plans. Yet there can be compensations. When holed up by weather, I've always been a fan of diving inland if possible to explore an interesting river or creek. There's plenty of scope for this in the West County and in Brittany just opposite.

In August, trying to make short dashes along the north Brittany coast, we saw quite a few large motor boats squeezed into snug town basins at the top of rivers. Though hanging around in marinas for depressions to pass can

be relaxing at first, after a while it's better for morale to be on the move. Venturing inland can actually be quite challenging and is usually entertaining for your crews.

Morlaix is one of our favourite bolt holes, ten miles upriver from Roscoff marina, though the route can look a little daunting. First you have to penetrate a barrier of rocks and then the channel through the lower estuary is fringed with vast acres of mud. The last narrow reaches up to Morlaix lock dry out completely and when you see the upper river at low springs the fairway buoys are all lying on their sides.

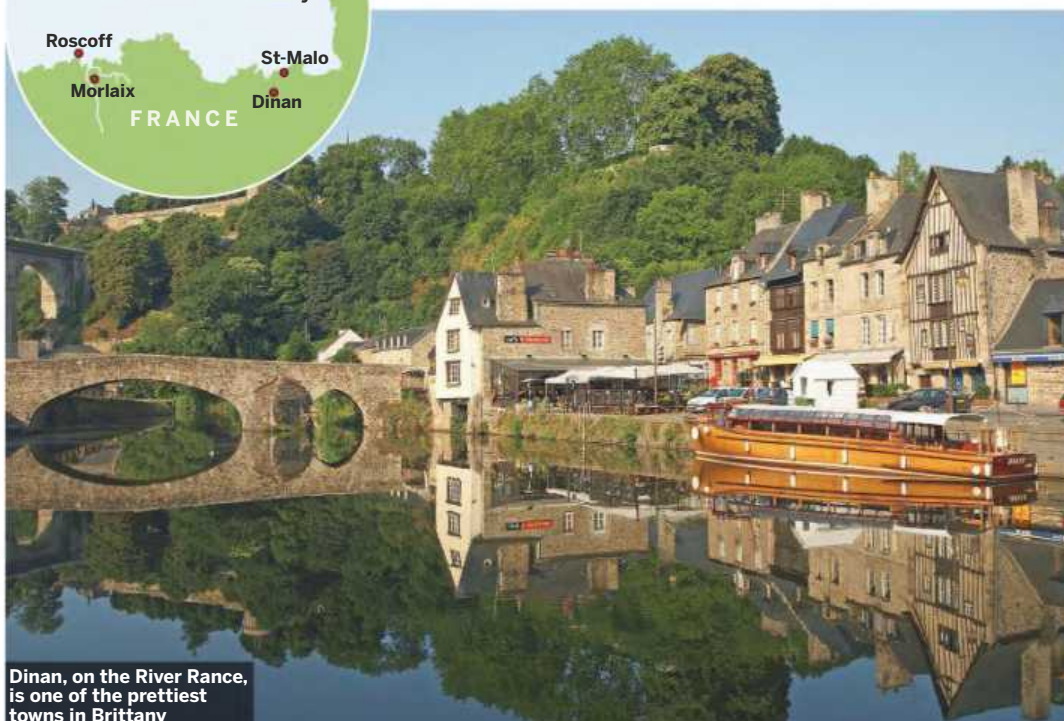
However there's no problem if you aim to catch the high water locking at Morlaix. Sizeable, quite deep-laden sand barges once used this historic port. The lock has recently had new gates and been completely refurbished. The town is hoping to attract more visitors to its colourful basin and we saw several cruising motor boats there this summer, enjoying the

traditional Breton atmosphere instead of fretting about gale warnings.

Some Guernsey friends of ours, Ian and Kirsten, took their Fairline Phantom 43 *Santé* 15 miles up the River Rance from St Malo to Dinan, lying alongside its sleepy rural quay an easy stroll from some excellent restaurants. When they asked me about this trip I was rather lukewarm, because the last three canalised miles are now pretty shallow. I was worried about *Santé's* props catching a stony patch or a supermarket trolley, with potentially expensive results.

But when I suggested this stretch could be tricky with a large boat, I knew Ian would give it a try. Apart from one brief muddy slither, they reached the beautiful old medieval town safely.

There's something very satisfying about arriving at a sheltered berth far from the sea, manoeuvring into a tight space and making a bit of a show for passers-by. It's certainly better than buffeting about on the briny when you know you shouldn't really be there. **MBY**



Dinan, on the River Rance, is one of the prettiest towns in Brittany



Charming Breton architecture awaits in Morlaix



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TESTING TIMES

DAVE MARSH: *There's a sea change in the air and it's nothing to do with fickle fashion; fuel economy was the surprising and far-reaching hot topic of the day at the recent boat shows*

How nice it was to see genuine smiles on the faces of the sales men and women at the Southampton Boat Show. And according to Hugo, similarly ebullient ones at Cannes. Of course, their grins have been visible every year, but since the economic chaos that followed Lehman Brothers' collapse in 2008, they've often been more rictus than rejoicing. This year there seemed to be a sincere optimism.

Even the occasional spot of bad weather didn't seem to dent their collective spirits. In fact, one sales director told me that poor weather was something of an advantage in keeping away the 'tyre kickers' but not the serious buyers. I wasn't in the mood for an argument, but inwardly I thought that attitude was appalling. It makes a nonsense of the organisers' efforts to make the show into an event, not just a sterile sales centre, with fantastic displays from the likes of the Red Arrows. Families who come for an eventful day out are vital for the show's economy – if the show was populated by buyers alone, I bet that same sales director would be grumbling about the elevated cost of bringing his boats along. Plus, we're all dreamers to some extent; the friends I have who are millionaires fantasise just as much as I do, they simply dream a little larger (now I've seen Fleming's flagship, my dreams stop at a modest 78ft). Ironically, one of the biggest of them all – Sunseeker – has always understood this. I've overheard people at the foot of Sunseeker's giant stand admit to finding its towering presence a little daunting. If you are polite though, and happy to join a queue, you'll always be welcome.

Shows are great venues for spotting trends. Personally, I couldn't see any major shifts taking place inside or outside our boats beyond the relentless ebb and flow of fashion. The biggest changes I discerned were hidden ones. There is a rapidly burgeoning awareness of just how great an improvement a good stabilising system can make to the quality of

Might we one day see a fleet of semi-displacement craft on Sunseeker's busy stand?



life on board. If this gathers enough momentum, I reckon it won't be long before naval architects become obliged to allow for (optional) stabilisers to be structurally and spatially integrated into their new designs on everything from 30 foot upwards. If this trend develops sufficient impetus, I foresee stabiliser prices dropping to a point where they will sooner or later be viewed as essential items in the same way that seemingly indulgent thrusters eventually became de rigueur.

The new engines I saw (see New Tech, p78, for a round up) continue to improve in every way: ease of use, connectivity and reliability, and fuel economy. That latter point is pertinent because anecdotal evidence suggests that nowadays just about everybody is asking about their potential new boat's fuel economy and associated running costs. Which brings us to not so much a trend as a paradox for the whole industry. It's universally acknowledged that exciting new designs drive

boat sales like nothing else. However, wandering around the Fleming 78 (and others too from Broom, Haines and AquaStar) it struck me that it is traditional and long-established semi-displacement designs such as these that make the most sense in a fuel conscious world, one where the majority of planing boat owners are tip-toeing along at the bottom end of their planing threshold in order to save fuel. Not to mention missing out on the chance to save even more fuel by going slower still, because a planing boat off the plane is not at its best (particularly in rough weather), whereas a Fleming 78 is extremely happy cruising anywhere between 5 and 25 knots. I know, a fleet of semi-displacement Sunseekers seems preposterous. But then who could have imagined a few years ago that Absolute, the doyens of cutting-edge style, would have a brace of trawlers in its range? **MBY**

A local boat repair chappy, we'll call him Kevin, who had recently set up in the yard reckoned he could deal with the whole issue for about £500



THE BORN AGAIN BOAT OWNER

NICK BURNHAM: *No one likes to be ripped off, but if it ever should happen to you, take heed in the knowledge that what goes around comes around*

Karma – I'm a big believer in it. Do right by the world and it'll do right by you. Don't, and it won't. It's how the world goes round. A few years ago I heard a tale about how karma bit one erstwhile business man in a quite literally delicious way.

A chap I know, we'll call him Bob for that isn't his real name, had his Fairline Corniche (not his real boat) hauled out in a boatyard (that shall remain nameless) for the winter and discovered his props were in a sorry state. Seems the anodes hadn't been doing their job and electrolysis had been a-nibbling, leaving his once proud shiny bronze propellers pitted like the surface of the moon (albeit smaller. And flatter. And a different colour. Not much like the moon at all then come to think of it. Ahem).

No problem, they weren't too far gone, a little tender loving care from a prop specialist should see them in rude health once more. Better yet, a local boat repair chappy, we'll call him Kevin (also not his real name naturally), who had recently set up in the yard reckoned he could deal with the whole issue for about £500. Bob agreed, so Kevin took the props off the boat and sent them away to a specialist for reconditioning.

A couple of weeks later Kevin told Bob that he was going to have to settle with the specialist prop company prior to the job being completed, so would he mind paying him for the work in advance so he wouldn't be out of pocket? Bob, being a decent sort, agreed and gave him the £500. A month later Bob visited the boat. No props. He checked with Kevin. "Oh they should have been back by now, I paid the specialist a month ago, I'll chase him up." Another month, getting closer to launch time, still no props. So Bob calls the specialist himself. "Yes the props are done, they're sat here ready to go. We just need payment for the work." Bob calls Kevin, no answer, so he visits the yard. Surprise surprise, Kevin's lock-up's locked up. And Kevin's disappeared...

Fast forward several years and a brand

new bar and restaurant opens in a smart development at the marina in which Bob keeps the Corniche. Bob wanders in one day for a drink, and nearly drops his pint when he sees who the new proprietor is. It's Kevin! Remarkably, Kevin doesn't remember Bob, and chats to him quite happily. Bob remembers Kevin though... Resisting the temptation to drag him outside by his ears, Bob instead books a table in Kevin's restaurant for a fortnight's time for himself and all his mates from the local rugby team he plays for.

You can guess the rest I'm sure. A riotous time ensued. Champagne was quaffed, copious amounts of expensive food was

consumed, and a great time was had by all. Especially Kevin, the host with the most, who couldn't believe his luck. His bad luck, as it turned out.

When he presented Bob with the (four figure) bill at the end of the evening Bob stood up, looked him in the eye and said, "You don't remember me do you?" Apparently there was a long pause as Kevin's mind reeled, and when the penny dropped it was almost audible. Kevin went pale. "I think you know where you can stick your bill," said Bob, and with that the entire rugby team, all 15 of them, thanked him for his hospitality and walked out.

Remember readers, Karma's only a bitch if you are... **MBY**

Revenge is a dish best served cold... and with a rugby team to back you up



Illustration: Neil Singleton

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¹⁰ GREAT BRITISH BOATING BASES

With all the beauty and convenience of the South Coast, it's easy to overlook the rest of our varied and welcoming coastline

Text and Photos: **Peter Cumberlidge**



Recently I have promoted the idea of basing your boat abroad for a season or two, somewhere in France perhaps, or the Netherlands, or maybe one of the Scandinavian countries where the vast Baltic Sea lies waiting to be explored. Keeping a boat away from familiar home waters can add new zest to your cruising, opening up interesting places you might never have considered reaching in a two or three-week holiday.

However you needn't actually go abroad to enjoy this liberating experience. Our fantastic British coastline has a wealth of attractive berths in areas many South Coast boaters may not know much about. In this article I highlight ten British boating bases giving access to some fabulous cruising worlds apart from the popular Channel harbours.

Of course even moving your boat within Britain involves some effort and expense, though the logistics are easier in your own language. Many marinas around our more northern coasts will welcome new berth-holders for a season or two, and in practice I've found that too much forward planning can complicate matters. Sometimes it's best simply to cut loose and spend a summer cruising in stages towards an area that interests you. When you arrive, most marinas will do their best to accommodate your boat for a winter and plans for next season can develop from there.

As well as some English bases, I have included three in Wales, one in Northern Ireland and three in Scotland, offering a spread of local cultures, scenery and seascapes. If you normally cruise from and around the Solent, some of these suggestions may seem considerably more foreign than 'Le Continent'.

1. CRAIGNISH PENINSULA

The West Coast of Scotland has many cruising treats, but my favourite base is Ardfern Yacht Centre at the head of Loch Craignish. Six miles north of Crinan, Ardfern is well placed for reaching the finest parts of the Hebrides. To the south lie Jura and Scarba Islands, to the north Oban, Mull and onwards to the Small Isles and the channels around Skye.

Ardfern has an excellent boatyard and its charming village has the Galley of Lorne Inn, the Crafty Kitchen café and a shop. For a short jaunt you can slip over to Crinan Basin, a leafy oasis at the seaward end of the Crinan Canal, next to a seafood bar and the Crinan Hotel.

Just across the Craignish Peninsula, Craobh Marina (pronounced 'croove') has views out to Shuna Island, Luing and the Mull Mountains. It's not far north to Loch Melfort, where you can anchor off Melfort Pier and eat superb fish at the Shower of Herring restaurant. From here Cuan Sound leads to the Firth of Lorn and an unforgettable anchorage called Puilladobhain (pronounced pool-a-dorran) between the north tip of Seil Island and some off-lying skerries. Six miles beyond Puilladobhain through Kerrera Sound, Oban Marina is a handy staging post for cruising further north.



BERTHING Ardfern Yacht Centre. Web: www.ardfernyacht.co.uk

Craobh Marina. Web: www.craobhmarina.co.uk

GETTING THERE Drive 470 miles from Bristol M4/M5 interchange, 490 miles from M25/M1, 385 miles from M5/M6. Rail 8¼-9½hrs daytime from Euston. Ardfern is 45 minutes by taxi from Oban station.

PILOT BOOK CCC *Sailing Directions – Kintyre to Ardnamurchan* (www.imray.com)

Ardfern Yacht Centre has an excellent well-stocked boatyard



At Inverness, lock into the outer pool of the Caledonian Canal and moor for a night with panoramic estuary views

To reach Seaport Marina you enter the Caledonian Canal at Clachnaharry sea-lock

2. ORKNEY KIRKWALL MARINA

Astonishingly, Orkney remains largely a boating secret, an enticing archipelago off Scotland's far tip, just across the Pentland Firth. Its 70 islands string out for 45 miles in a tantalising trail of linked sounds with beautiful anchorages and white sandy beaches. Unlike Shetland further north, much of Orkney is quite low with lush, gently rolling landscapes. Hoy is the exception, a high craggy island with sheer cliffs and dramatic stacks around its north end.

Orkney's largest island is called Mainland and the capital town Kirkwall is tucked into its north side. Kirkwall is a bustling ferry, fishing and cargo port with a snug marina near the town centre. Visitors are warmly welcomed and you can leave a boat here safely all year round. Larger motor boats are particularly suitable for Orkney cruising, able to use slack water and calm conditions to make fast passages through the island channels. Keeping a boat at Kirkwall for a while, you can shuttle to and fro by air.

Don't miss cruising anti-clockwise around Mainland to Stromness Marina on its south-west side, from where you can explore the grand roadstead of Scapa Flow. Or meander north through the archipelago to Westray and its tiny marina. There are dramatic coastal walks out to the west tip of the island.

BERTHING Kirkwall Marina.

Web: www.orkneymarinas.co.uk

GETTING THERE Ferries

Overnight Ro-Ro ferry to Kirkwall from Aberdeen, fast Ro-Ro ferry to South Ronaldsay from John O'Groats.

Fly Regular flights to Kirkwall via Aberdeen.

PILOT BOOK *The Cruising Almanac 2016* (www.imray.com)



3. INVERNESS SEAPORT

Scotland's east coast is off the normal cruising map but has some delightful corners worth exploring. The Moray Firth is a wide triangular bight in the far north-east, which I hardly registered until we made a landfall here from Norway a few years ago. Arriving off Fraserburgh, we followed the south shore in warm sunshine past rolling hills, small fishing harbours and the mouths of tumbling salmon rivers. Fifty miles from Fraserburgh, the Firth funnels in towards Inverness, where we locked into the outer pool of the Caledonian Canal and moored for a night with panoramic estuary views.

Next morning we passed a railway swing bridge into Muirtown Basin and leafy Seaport Marina. This, we thought, would be a splendid base for a season or two, with easy access out to the Moray Firth or along the Caledonian Canal to the great mountain vistas of Loch Ness and the smaller linked lochs leading right through the Great Glen to the West Coast. What an opulent cruising menu, and the Moray Firth has a warmer climate and more hours of sunshine than anywhere else in Scotland.

BERTHING Seaport Marina in Muirtown Basin. Web: www.scottishcanals.co.uk

Inverness Marina. Web: www.invernessmarina.com

GETTING THERE Drive Seaport is 530 miles from Bristol M4/M5 interchange, 550 miles from M25/M1. Rail About 8hrs from King's Cross. Fly Many flights to Inverness, then 25 minutes taxi to Seaport.

PILOT BOOK *North and East Scotland* by Martin Lawrence (www.imray.com)



Orkney's beautiful islands and sounds are out of this world



On the north shore a tidal lock leads into Milford Marina, a pleasant billet close to restaurants, pubs and shops



Milford Marina is perfectly snug in a locked basin

The spectacular coastline of the Llyn Peninsula



4. MILFORD HAVEN

This magnificent natural harbour at the south-west tip of Wales has many miles of sheltered water to explore. Inside its rugged entrance, the spectacular Cleddau Valley turns east to provide a deep shipping channel up to Pembroke Dock. Dale Bay is a popular anchorage near the mouth, where Dale village has a visitor pontoon, a friendly yacht club and the Griffin Inn renowned for its seafood.

The lower Haven is a mile wide and World War II convoys once assembled here before starting across the Atlantic. Cruising upstream from Dale you pass several long oil tanker jetties and soon Milford Haven town appears on the north shore. A tidal lock leads into Milford Marina, a pleasant billet close to restaurants, pubs and shops. Four miles further upstream, before a high road bridge, sociable Neyland Yacht Haven lies in a peaceful creek on the north bank. Beyond Neyland, the Cleddau winds inland past farms, woods and sleepy villages in the Pembrokeshire National Park.

A couple of miles above the road bridge, where the Cresswell and Carew Rivers join the Cleddau, Lawrenny Yacht Station is a kind of nautical country and caravan park which has some deep-water moorings and a landing pontoon. This is a great place to stop for lunch at the Lawrenny Arms or the Quayside tearooms.

The Haven offers plenty of memorable boating in almost any weather. Outside, it's seven miles north-west to Skomer Island and 18 miles east to amiable Tenby Harbour and the anchorages around Caldey Island. Milford Haven is also well placed for summer cruises to the south coast of Ireland.



5. LLEYN PENINSULA

When we lived in Wales, I enjoyed exploring this little-known corner of Caernarfonshire and Merioneth, where the Snowdonia Mountains make a dramatic backdrop to Cardigan Bay. The Llyn Peninsula sticks out like a nose, with holiday beaches along its inner shore and rugged Bardsey Island off its tip. Pwllheli is a traditional Welsh resort with a comfy marina inside a low promontory which keeps out any weather.

Hafan Pwllheli is a restful berth and far-flung even by Welsh standards. You can't help feeling at ease here and the pontoons have an open outlook across the harbour. The Llyn encloses glorious Tremadog Bay, perfect for day cruising. South of Pwllheli the coast curves down to St Tudwal's Roads, a beautiful anchorage off a golden beach inside two small islands.

Eight miles east of Pwllheli is the shallow estuary at Porthmadog. In quiet weather you can enter near HW and follow the buoyed channel up to Greaves Wharf. Across the bay is the extraordinary Italianate village of Portmeirion, designed by Sir Clough Williams-Ellis in the 1920s. Barmouth is another fair-weather harbour, a dozen miles south of Porthmadog, though you have to avoid a narrow drying spit called St Patrick's Causeway, which juts ten miles offshore.



BERTHING Milford Marina. Web: www.milfordmarina.com

Neyland Yacht Haven. Web: www.yachthavens.com/neyland

GETTING THERE Drive Milford Haven is 135 miles west from the Bristol M4/M5 interchange. **Rail** 5½-6½hrs from Paddington.

PILOT BOOK *Bristol Channel and Severn Cruising Guide* by Peter Cumberlidge (www.imray.com)

BERTHING Hafan Pwllheli. Web: www.hafanpwllheli.co.uk

GETTING THERE Drive Pwllheli is 120 miles west from M6 J20 via M56 and N Wales expressway. **Rail** 5½-6½hrs fastest from Euston.

PILOT BOOK Best up-to-date reference is *Reeds Nautical Almanac 2016* (www.reedsnauticalalmanac.co.uk)

6. MENAI AND CONWY BAY

The Menai Strait is the narrow tidal passage between Anglesey and the north-west edge of Wales. The south part is littered with sandbanks and you enter near HW. Soon you reach Caernarfon on the east side, where Victoria Dock has snug pontoons. The channel narrows past the National Outdoor Centre and then Port Dinorwic Marina. The most notorious stretch is the Swellies, between the Menai rail and road bridges, where the tide seethes over drying shoals. You need HW slack here, but then you emerge into a simpler, more open expanse where the fairway hugs the Anglesey shore past Beaumaris, opposite miles of drying sands.

If this all sounds rather dramatic, these are fascinating waters once you know them. The best marina bases are in the Conwy River, seven miles east of the top end of Menai. Conwy Quays Marina is on the west bank with Deganwy Quays opposite. The attractive river has beaches lining the entrance and an open golf course behind Conwy Quays. For cruising, the Isle of Man lies 50nm NNW. Holyhead harbour is 35nm away on the west side of Anglesey and from here it's 55nm to Dun Laoghaire or Howth on the Irish coast.

BERTHING Port Dinorwic. Web: www.portdinorwic.co.uk

Conwy Quays and Deganwy Quays Marinas. Web: www.quaymarinas.com

GETTING THERE Drive Conwy is 70 miles west from M6 J20.

Rail 3½-4½hrs from Euston, 2¾-3½hrs from Birmingham.

PILOT BOOK *Cruising Anglesey and Adjoining Waters* by Ralph Morris (www.imray.com)



7. SOLWAY FIRTH

At the top of England's north-west coast, the Solway Firth cuts inland between Cumbria and Galloway. While its inner reaches mostly dry, the approaches make a glorious boating area with stunning views all around. The Scottish hills have a peaceful grandeur and the English coast climbs to the great Lake District peaks. On clear days the Isle of Man is etched sharply to the south-west. Friendly Whitehaven is an ideal base from which to explore these inspiring waters.

Once a coal-mining and shipbuilding town, Whitehaven is now a stylish resort with an excellent marina, chic shops and plenty of pubs and bistros in its elegant Georgian centre. The harbour is set in an attractive bay enfolded by green slopes patched with former miners' houses.

For summer cruising, Ramsey harbour is 30 miles away on the Isle of Man and with the tide well up you can lie at the town quay for lunch. From here it's 25 miles north to Wigtown Bay on the Scottish coast, a wonderful, usually deserted expanse lapped by the Gulf Stream. On its east side you can anchor off the Islands of Fleet and swim over golden sand. The Isle of Whithorn village is another Solway gem, where the Steam Packet Inn serves superb seafood.

BERTHING Whitehaven Marina.

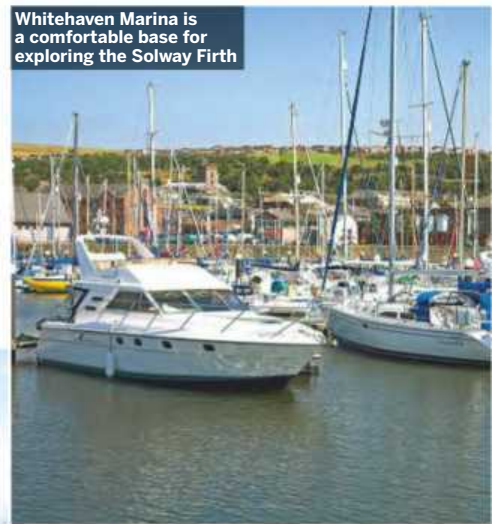
Web: www.whitehavenmarina.co.uk

GETTING THERE Drive 300 miles from Bristol M4/M5 interchange, 320 miles from M25/M1, 210 miles from M5/M6. **Rail** Fastest about 5hrs from Euston, 4¼-4¾hrs from Birmingham.

PILOT BOOK *The Cruising Almanac 2016* (www.imray.com)



Whitehaven Marina is a comfortable base for exploring the Solway Firth



The Conwy River is just east of Anglesey and the Menai Strait



The lough is a fabulous sheltered cruising area with pretty County Down villages around its rural shores



Strangford village has a sleepy waterfront and traditional quay

8. STRANGFORD LOUGH

Penetrating the east bulge of Northern Ireland, Strangford Lough covers 60 square miles, Britain's largest tidal inlet. Its countless islands and rocky outcrops create a fabulous cruising area with pretty County Down villages around the rural shores. Portaferry Marina is on the east side of the entrance narrows, overlooked by a colourful waterfront and a ruined castle.

There are no marinas inside the lough, but several friendly yacht clubs have moorings in sheltered inlets. Many members have quite large motor boats so contact the clubs to ask if they can accommodate you for a while. Quoile YC is in the south-west corner of the lough in the Quoile River. Ringhaddy Cruising Club is on the west shore behind Pawle Island and Islandmore, near a *Swallows and Amazons* paradise of winding channels, shallow inlets and secret bays.

North of Ringhaddy, Strangford Lough YC has good moorings and you'll get a great seafood supper at Daft Eddie's bar on Sketrick Island.



BERTHING Quoile Yacht Club. Web: www.quoileyc.com

Portaferry Marina. Web: www.portaferrymarina.co.uk

Ringhaddy Cruising Club. Web: www.ringhaddy.co.uk

Strangford Lough Yacht Club. Web: www.slyc.co.uk

Down Cruising Club. Web: www.downcruisingclub.org

GETTING THERE **Ferry** I'd choose the Stena Line Liverpool to Belfast crossing, daytime or overnight. Portaferry or Quoile are 34 miles from Belfast. **Fly** Many UK flights to Belfast City airport, 24 miles from Quoile, 28 miles from Portaferry.

PILOT BOOK *East and North Coasts of Ireland Sailing Directions* (www.imray.com)

9. LOWESTOFT HAVEN

A while ago, Jane and I hired a comfortable motor boat for an autumn cruise on the Norfolk Broads.

This timeless network of rivers and lakes winds through some exquisitely English landscapes. The villages are pleasantly old-fashioned and the pubs have a soothing bucolic style where time ticks slowly. Across low tracts of farmland or reeds you'll see a distant windmill, church spire or the sails of traditional wherries threading the channels. The cruising is enchanting, especially out of season with a nip in the air.

Right on the coast, the historic port of Lowestoft is famous for herring fishing and bracing seaside holidays. Lowestoft Haven Marina is just inland from the commercial quays, with access to the sea via a lifting bridge. The marina also connects with the Norfolk Broads through another bridge and Mutford Lock. The lock opens into Oulton Broad, a three-mile boating playground leading to the River Waveney.

The coast around Lowestoft is a little stark, but it's only ten miles south to salty Southwold and another 20 miles to Orford Haven and the river up to Aldeburgh. For summer cruising you have a relatively simple 100nm passage across the North Sea shipping lanes to the Dutch harbour of Scheveningen.



BERTHING Lowestoft Haven Marina.

Web: www.lowestofthavenmarina.co.uk


GETTING THERE **Drive** 100 miles on the A12 from M25 J28.

Rail 2¾-3hrs from London Liverpool Street

PILOT BOOK *East Coast Rivers Cruising Companion* by Janet Harber (www.fernurstbooks.com)

10. BLACKWATER RIVER

The glorious Blackwater is hardly a boating secret, only 1½ hours' drive from the centre of London, yet it seems secret, so untouched by time are these placid reaches. The river opens into the Thames Estuary near Brightlingsea. Following the entrance buoys past miles of sandy shoals, you come in between Mersea Island and prominent Bradwell power station. Without really noticing you suddenly feel far from the sea as low marshy shores enfold the river in a kind of peaceful contentment. To starboard you glimpse clustered masts inland where Tollesbury Marina lies at the head of a winding creek. To port, sleepy Bradwell Marina huddles behind a coastal dyke.

Up at Maldon, Thames sailing barges raft alongside a drying quay opposite the Jolly Sailor. But nearby Heybridge Basin is my favourite haunt. This picturesque old shipping dock carries generous depth above the lock, so quite large boats can moor here. Next to the lock is the Old Ship Inn. It would be idyllic to be based in Heybridge for a while for a completely different style of cruising from the South Coast. The Blackwater itself has miles of protected water and beyond it lie more of those very English East Coast rivers. 

BERTHING Tollesbury Marina. Web: www.woodrolfe.com

Bradwell Marina. Web: www.bradwellmarina.com **Heybridge Basin.**

Web: www.waterways.org.uk/essex_waterways/boating/heybridge

GETTING THERE Drive Incredibly, Heybridge Basin

is only 52 miles from Trafalgar Square!

PILOT BOOK *East Coast Rivers Cruising Companion* by Janet Harber (fernurstbooks.com)



At tide time the lock into Heybridge Basin is always active



Sleek gaff racing dinghies on Oulton Broad



A peaceful Broads basin not far from Lowestoft

Lowestoft Haven is nicely placed between the open sea and the Norfolk Broads



ABSOLUTE NAVETTA 52

Modern trawler styling disguises a wealth of beautiful interiors and smooth handling in a perfectly-sized package

Text: **Jack Haines** Photos: **Lester McCarthy & Absolute**



Not even Absolute could have foreseen the success of its first ever foray into the fast trawler market. Not only did the Navetta 58 scoop up one of our Motor Boat Awards, but it has been a true sales success and the order book is full well into next year.

So in order to make as much hay as possible while the sun shines brightly, Absolute introduced the Navetta 52 to tackle the 50ft-ish section of the market and muscle in on the action enjoyed by the Bénéteau Swift Trawler 52, Azimut Magellano 50 and eagerly awaited Outer Reef Trident 550.

The process of designing the 52 seems a relatively simple one; pretty much a case of 'the 58 but smaller'. Yet the layout has had to shuffle around somewhat to make the most of the available space within the decreased hull dimensions.

Now the 58 was never particularly easy on the eye and shortening its looks down to the 52 has done little to improve the aesthetics. The stubby hardtop doesn't help, increasing the height of what is already a tall boat; it is an optional extra and, in truth, the boat would look better with nothing over the flybridge but the bare minimum of a radar arch to mount nav equipment and a bimini. And going for a darker hull colour might help as the cream of our test boat blended in with the bright superstructure.

BEAUTY SHINES THROUGH

In short, you'll either like the looks or you won't, but get on board and get the thing out to sea and you start to see the depth of its talents. Like its larger sibling it uses Volvo's pod drives, 435hp IPS600s in this case. Outright speed is nothing to write home about and in fact, if this were a regular flybridge, we would be complaining of a lack of oomph, but for some reason and despite the tenuous trawler connotations, the 23-knot top speed seems

wholly appropriate. Reason being is the top notch refinement no matter where you are in the rev range.

Also, unless you are going to travel at less than 13 knots there isn't really any penalty for cruising quickly, either. There is only 6nm difference in the 52's range between travelling at 13 knots and flat out at 23 knots.

It's the usual IPS benefit helping out here – with a combination of the engines being installed aft in the hull and the exhausts being well below the waterline the motors remain a background murmur rather than an intrusion. Progress is smooth and controlled but the steering is the real standout feature in the driving experience, not really because it's any different to other well-sorted IPS boats but because it still comes as a bit of surprise that a boat that look like this one does has feather-light steering and a keenness to change direction that far belies its size.

In pictures, the boat looks as if it has a very bow-high running attitude, but that is not the feeling on board, where the view out from the lower helm is excellent without any intervention from the trim tabs. Interestingly, the yard has fitted traditional trim tabs on the 52, as opposed to Volvo's Interceptor system on the 58, which worked very well. But, as I said, the 52 is one of those boats that gets itself into an easy jog without the need to endlessly fiddle with tabs.

SPOILT FOR CHOICE

Both helm stations are very well thought out, the lower one being especially good. The sheer amount of headroom in the 52's saloon means you can stand in front of the helm, something that I really like especially in poor weather. The smart double helm bench is a little too far away from the helm for my liking so I found myself standing up to interact with the instruments and then sitting back with autopilot engaged during longer stretches. The dash layout is clear and stylish with nice details such as the tactile Mercedes-style air vents and large cupholders that double up as useful storage slots.



Electric bimini can be extended to cover the dinette on the flybridge

Progress is smooth and controlled but the steering is the real standout feature in the driving experience

The upper helm is simple but has an excellent driving position, aided hugely by the fantastic shock-absorbing central helm chair, which seems like overkill on a sedate 50ft flybridge but the way it bobs with the pattern of the waves only makes passage-making all the more relaxing.

Something else I like about this area is the sociable surrounding seating that allows guests to sit around the skipper and keep them company on passage; the forward ends even flip up to give you a rear-facing chaise longue on either side.

The combination of the IPS joystick and a full-height side door make berthing the boat from the lower helm very easy and this is actually the station from which I chose to slot the boat into its stern-to berth.

SURE UNDERFOOT

The only blot on the driving experience from down here is the amount of squeaking from the furniture in the saloon. Absolute levelled the blame at the mirrored, floor-level panels used on the furniture edging and said it was something that could easily be rectified. Let's hope so because it detracts from what is an incredibly solid feeling boat. The chunkiness of the doors and latches, sense of solidity underfoot from the wooden floors, the substantial handholds dotted around the interior and the cultured clunk with which drawers slide home all combine to make the 52 feel like a seriously high-quality piece of engineering. It's impressive and, dare I say, the 52 hangs together better than the 58 we tested previously.

This engineering finesse is more than skin deep, too. There are two access points to the machinery space, one via a hatch in the cockpit and the other a watertight door adjoined to the crew cabin. The latter provides superb access to both engines and the pod units themselves and, once you're in, you notice the ample artificial lighting, layer upon layer of soundproofing, clear bulbs on the fuel filters for quick inspection and clearly labelled pipe work that includes arrows to denote the flow of liquids within the pipes.

That little crew cabin is actually a useful space – this is unlikely to be a crewed boat but the extra bed for an easy-going guest is helpful and if nothing else can be used for storage.

Those somewhat ungainly looks melt towards the back of your mind once you start exploring the interior spaces of the Navetta 52. This is an incredibly spacious boat and if internal living space is high on your list of priorities then you won't be disappointed.

All three cabins have excellent headroom but the master cabin is the one that has been assigned the most square footage. It's a splendid cabin, bursting with natural light

thanks to three large panes of glass and an opening port on either side, a neat dressing table, small walk-in wardrobe and an ensuite decked out in gleaming marble with classy Paini taps hovering over the sink. The floor isn't totally flat but thanks to the height of the deck above there is still enough space to stand around the bed.

The VIP is cleverly laid out with an angled island berth that means you can easily walk around it to get into bed. And, thanks to the height of the coachroof, headroom in this cabin is so extraordinary that the yard had to include a ladder in the wardrobe to aid your exit from the overhead hatch in case of an emergency.

The glazing in this cabin is just as good as the master, too, with the same trio of square panes each side and wide, round opening ports. These attributes plus the equally plush ensuite mean that, in short, guests will have nothing to complain about.

Nor will those in the twin cabin, really. It's not quite as glamorous as the other two but the space available is used well, the berths are large and comfortable, it's bright and storage is good.

GALLEY MOVES AFT

The layout of the main deck isn't a carbon copy of the larger boat, which has a midships galley as opposed to it being aft on the 52. It works well here because the threshold between cockpit and saloon is totally flat and makes ferrying food and drinks out to the cockpit and up to the flybridge quick and easy.

To make the most of the available space Absolute has installed three soft-close fiddled drawers in the low dresser opposite the galley to handle all of the boat's china and glassware and free up space in the galley proper for open storage units.

An electric sliding smoked glass partition means you can open the galley up to the seating area forward or screen it off if crew are in the kitchen. The central part of the saloon is, due to the location of the galley, totally dedicated to seating, and very sociable it is too thanks to the U-shaped portion to port and the cosy sofa to starboard. It's up a couple of steps from the galley too, and this, combined with the fact that this area lines up with the largest part of the wheelhouse's glazing, means the view out is wonderful from these seats.

On deck, the obvious benefit of the 52's exterior styling is the extended flybridge, which means you not only have space for a decent fixed dinette and sizable wet-bar but there is also room aft to erect a couple of sunloungers free from the shady shackles of the hardtop.

But as is becoming the norm on boats of this size the foredeck is now a proper living area in its own right with a raised sunpad but also a bench the width of the windscreen with a



Aft galley layout works well and two shallow steps in the saloon are easy to negotiate



Masses of natural light in the master cabin, which is packed with features



Table lowers on its beautifully engineered base



A CLOSER LOOK WITH JACK HAINES

CLEVER STORAGE

The low cabinet opposite the galley is home to all of the boat's crockery and glassware. Everything is securely held in place with foam-lined fiddles and housed within substantial, soft-close drawers, which are neatly hidden away behind cupboard doors. Seems simple but it's classy stuff.



FLYBRIDGE HELM

The layout of the helm on the upper deck is clear and simple and the presence of the wind deflector is appreciated at speed. The captain's chair really makes a difference because it not only adjusts forwards and backwards but is shock-absorbing too, taking the edge off any bumps along the way.



TRANSOM WET-BAR

This is an optional extra but it's a nice feature that keeps smoke and cooking smells well clear of the cockpit. Combine it with the hi-lo platform and you can turn your sausages and paddle all at the same time. Quite useful to have a sink back here, too, for access to fresh water and washing your hands.



ENGINE ROOM

Engine access is one of the Navetta 52's trump cards. Not only do you have two access points (a hatch in the deck and a door from the crew cabin) but once you're in the installation itself is superb. Piping and cabling runs neatly around the engineroom and there are clever touches such as storage for the director's chairs.




The twin cabin gets two portholes




Excellent finish in the bathrooms




Masses of headroom in the VIP cabin

 Crew cabin is finished to the same level as the rest of the interior and perfectly comfortable for short stays



 I know hardtops are the thing to have these days but this boat would look so much better without

 An electric shade drops down from the coaming to improve privacy and help deflect the heat of the sun

THE DATA

LENGTH OVERALL 52ft 6in (16.00m)

BEAM
15ft 3in
(4.65m)



If you don't want to spend £11k on the cabin fit-out this area can be left as a large storage void

There's a small step in the master cabin but there's enough headroom that you can still stand by the bed

Clever use of space in the VIP cabin where the berth is angled so you can walk around both sides of it

FUEL CAPACITY

440 imp gal (2,000 litres)

WATER CAPACITY

121 imp gal (550 litres)

DRAUGHT

3ft 7in (1.12m)

RCD CATEGORY


B (for 14 people)

DESIGNERS

Sergio Maggi/Absolute

DISPLACEMENT

26.9 tonnes

 The spacious bow area is a great spot to hang out at low speed and the walk through helps with crewing too



Once you're on board you'll be able to see straight past the divisive exterior and enjoy what is a fabulous interior in its look and feel

handy walk-through section to make crossing from deck to deck easier. On really hot days this is the place to sit to get the best of whatever breeze there is.

VERDICT

Despite what looks like a straightforward formula to turn the Navetta 58 into the Navetta 52 this is far too simple a view of what is a brilliantly executed boat in its own right. Looks will be a sticking point but that's purely down to personal taste because once you're on board you'll be able to see straight past the divisive exterior and enjoy what is a fabulous interior

in its look, feel and the sheer amount of space afforded to each area.


The really pleasing surprise is the level of finish and detailing, which took a step up on the 58 and has been filtered down to the 52 as well. Let's just hope that squeaky panelling can be rectified.


But ultimately this boat is a talented foil to the trawler-style craft already in this market and if the 58 showed that Absolute could build a good fast trawler then the 52 suggests that the yard may well have found its niche. **MBY**


Contact Absolute. Tel: +39 0523 354011
Web: www.absolutetyachts.com

THE HELM VIEW



 Clear, upright windows make for a great view out from the helm

 Side door seems a simple addition but it is a big part of the 52's charms

 Really like the look and feel of this helm. Wooden wheel is lovely to use

SEE THE VIDEO



mby.com/ab52

PERFORMANCE

TEST ENGINES Volvo Penta IPS600. Twin 435hp @ 3,500rpm. 6-cylinder, 5.5-litre diesels

	ECO						FAST	MAX
RPM	2,100	2,300	2,500	2,700	2,900	3,100	3,300	3,500
Speed	9.8	10.7	11.5	13.0	15.1	17.5	20.2	23.1
LPH	44	60	73	92	107	127	145	168
GPH	9.7	13.2	16.1	20.2	23.5	27.9	31.9	37.0
MPG	1.01	0.81	0.72	0.64	0.64	0.63	0.63	0.63
Range	356	285	252	226	225	220	223	220

SOUND LEVELS dB(A)

Cockpit	83	83	84	84	85	86	87	88
Helm	68	72	75	73	76	77	78	81
Saloon	72	73	76	79	76	78	80	88

Speed in knots. GPH & MPG figures use imperial gallons. Range in nautical miles and allows for 20% reserve. Calculated figures taken from on board fuel readings, your figures may vary considerably. All prices include UK VAT. 75% fuel, 70% water. 4 crew + minimal stores. 25 deg C air temperature, moderate sea, F1 for speed trials.

THE COSTS & OPTIONS

Price from £660,217 inc UK VAT
Price as tested £858,283 inc UK VAT

Tropical air-con (60,000 BTU)	£28,873
Bow thruster	£6,602
Generator 16kW	£8,627
Transom wet-bar	£1,584
Passerelle	£16,726
Hydraulic bathing platform	£17,077
Crew cabin fit-out	£11,532

All prices converted from euro price list at a rate of €1.36 to the British pound

 = Options on test boat

RIVALS

Bénéteau Swift Trawler 50
Price from: £532,888 inc VAT
Masses of space and phenomenal value for money.
Buy the test: mby.com/st50



Outer Reef Trident 550
Price from: \$1.52m ex VAT
We're yet to see it in the flesh but Outer Reef has made some big claims for this new fast trawler.





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JOINING THE JET-SET

Can Williams' Sportjet 520 cut it as a stand-alone sportsboat?
Hugo puts it to the ultimate test on a two-week family holiday

Text: **Hugo Andreae** Photos: **Jemima Bartholomew.**



The Sportjet's ability to nose right up the beach proves handy on an evening jaunt to The Pig in Studland

Like most people I think of Williams as a manufacturer of tenders – very fast, well built, expensive tenders – but tenders nevertheless. So when the factory announced that it was building a standalone sportsboat, I was a little sceptical, particularly when the covers came off at the 2015 London Boat Show and revealed a 520 Sportjet that looked, well, much like every other Williams.

Sure it was bigger than the rest of them and had a few nice features such as a convertible aft sunpad, a new 200hp Rotax engine and a more comprehensive helm station, but it was clearly still designed with one eye on the superyacht tender market. The blunt bow, waterjet power, chunky hypalon tubes and folding helm station evolved from the need to make it low, compact, light and easy to store on board the mothership. Some of these qualities might prove equally useful for day-boating, but some could also compromise it. More importantly the competition it faces from affordable dayboats is a whole lot fiercer than the near monopoly it enjoys in the jet tender market.

Keen to convince me otherwise, Williams offered to loan me a 520 Sportjet for a couple of weeks over the summer to use as a dayboat for everything from beach picnics to watersports and rough weather blasts – exactly the type of things which I normally use my own outboard powered Karnic 2250 for. The experience proved far more enlightening than I ever thought possible.

The first, last and in some cases the only impression which everyone who ventured on board remembers is the speed. I hadn't appreciated what 200hp feels like in a 5.2-metre craft weighing 595kg but the answer is eye-wateringly, stomach-churningly fast. Put the hammer down and it takes off like a nitro-fuelled drag boat. The raw figures don't do justice to how fast 46 knots feels in such a small open boat but it made the XO 250, which I drove a couple of weeks later, feel oddly tame by comparison, in the same way that an Ariel Atom makes a Porsche 911 seem like a paragon of refined luxury.

Then there's the way the Sportjet handles. With less than a single turn lock to lock the steering is absurdly quick by boating standards. In the smaller jet tenders this can prove a bit of a handful but in the



Small black fins on the outermost chine provide immense cornering grip

520 it just adds to the fun. The combination of a heavier deeper-vee hull with aluminium fins on each side means it tracks straighter and grips harder than the smaller jet tenders, generating hilarious amounts of G-force when cornering. Given how quick it is, it's also a remarkably forgiving hull that proves extremely resistant to sliding or hooking even when piled into a bend at seemingly impossible speeds. Whether your passengers are quite so forgiving of you once you've rearranged their internal organs is another matter.

More surprising than either of these traits is the way it handles a chop. The smaller jet tenders really struggle here because their light, shallow hulls bounce over waves rather than cutting through them, losing thrust every time the jet intake leaves the water resulting in uncomfortably jerky progress in anything over a Force 3. I took the Sportjet 520 out in a Force 5-6 and came back soaked to the skin but with my backside unbruised and a grin from ear to dripping ear. It's never going to have the soft ride and unshakeable poise of a 9m Scorpion with a pair of long shaft Verrados planted in the water but it felt solid and secure enough for me to hammer along at 30 knots long after my cousin gave up the chase in his similar-sized Ranieri 17.

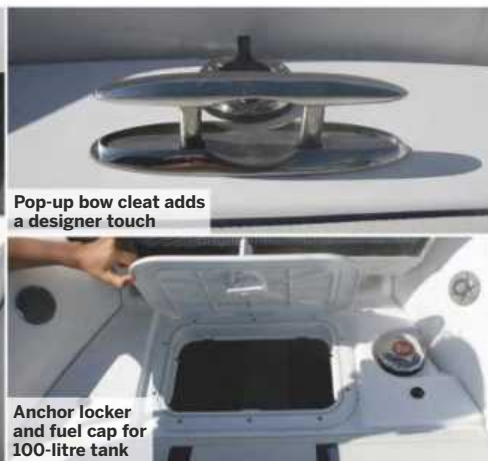
These high-speed hijinx are all well and good but there's another reason why the Williams makes such a good dayboat. With no metal skeg or whirring propeller to catch the ground, it's a much safer boat to use in shallow waters, meaning I could nose into the beach to drop people off or pick friends up. Crucially, it also meant I could teach my son and his young cousins to waterski without fear of catching the rope, or worse still a stray limb, in the 200hp petrol-powered blender that hangs off the back of my Karnic.

Being so small, light and powerful, the Sportjet makes a terrific ski boat with very little wake, a built-in ski pole, a full-width bathing platform, a retractable ladder and a rear-facing transom seat for putting on skis and placing a spotter. With all this power on tap, even I had no trouble performing a deep water start on a monoski, although it was noticeable how easy it was to pull the boat off track when leaning hard against the rope through a turn.

It's not all sweetness and light though. Like all waterjets the engine does have to work quite hard, so it sounds gruffer and busier than a comparable outboard when ticking along at displacement speeds. It also takes a bit of getting used to when manoeuvring because it



One of three useful lockers under the seats



Pop-up bow cleat adds a designer touch

Anchor locker and fuel cap for 100-litre tank



Folding backrest converts helm seats into a mini aft sunpad



Comprehensive helm display works a treat



200hp Rotax engine delivers epic performance



Aft facing seats, swim platform and ski pole are perfect for watersports



Rapid acceleration means even Hugo can pull off a deep water mono start

doesn't have a conventional gearbox with forward neutral and reverse gears, just a steerable bucket that balances fore and aft thrust. The jet chucks out water the minute you start the engine and even in the 'neutral' throttle position the boat is constantly fidgeting around, especially if any lock is applied. Going astern is even more confusing because you have to steer in the opposite direction to normal. I did eventually get the hang of it but it never became second nature. Nor can you get around the fact that this is a small, exposed boat with almost no shelter and very little space to spread out, let alone gather round a table for a spot of lunch.

It has got a useful amount of storage under the seats, a decent range from its 100-litre fuel tank and a helm equipped with nav lights, space for a plotter, thumping sound system and VHF but it's never going to rival the comfort or practicality of a larger centre console or cuddy craft like a Bénéteau Flyer 6 or my own Karnic 2250. Last but by no means least the inaccessible workings of the waterjet mean that you can't keep it afloat

on a swing mooring or marina berth for any length of time before fouling starts to affect performance. The solution is to keep it on a trailer, a dry stack or a Versadock and avoid the issue altogether.

Despite these limitations I came away from my two weeks with the Sportjet profoundly impressed by it. It won't suit everyone but if you're looking for a sportsboat that's small enough to keep on a trailer but powerful enough to blow you and your friends away with its speed, handling, build quality and unbeatable watersports credentials, the Sportjet is in a class of its own. Even the starting price of £37,794 inc VAT looks okay value for money when you factor in the cost of a sportsboat fitted with a 200hp outboard engine. Yes, the

Sportjet is still a small open boat that's at its best blasting around a sun-drenched bay rather than pottering around a harbour or hammering into the teeth of a gale but isn't that what the majority of owners are looking for from a dayboat?

Or a superyacht tender for that matter? **MBY**

Contact Boats.co.uk

Tel: +44 (0)1702 258885

Web: www.williamsjettenders.com

THE DATA

SPORTJET SPECIFICATIONS

LENGTH 17ft 0in (5.20m)

BEAM 6ft 7in (2.02m)

FUEL CAPACITY 100 litres

WEIGHT 595kg (dry)

ENGINE Rotax 4-TEC 200hp waterjet

TOP SPEED 46 knots @ 8,000rpm

FAST CRUISE

30 knots @ 6,000rpm, 24.2lph

SLOW CRUISE

17 knots @ 5,000rpm, 13.6lph

RCD CATEGORY C for 7 people

PRICE FROM £37,794 inc UK VAT

PRICE AS TESTED £48,000 inc UK VAT

Copious seating but not a lot of room to move around and no table





INTELLIGENT MOTION



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5 SEATS | 3 TONNE TOWING

LWB from £31,034¹
7 SEATS | 3.5 TONNE TOWING

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1. Prices shown include VAT (at 20%) and exclude VED and First Registration Fee. Metallic paint extra. On The Road prices range from £29,559 to £38,224 and include VED and First Registration Fee. Prices correct at time of going to print. Shogun SG4 LWB model shown with accessory 20" black/silver wheels fitted - available at extra cost. 2. Finance is through Shogun Finance Ltd T/A Finance Mitsubishi 116 Cockfosters Rd, Barnet, EN4 0DY and is subject to status to customers aged 18 and over. Finance Mitsubishi is part of Lloyds Banking Group. Finance options are only applicable in the UK (excludes Northern Ireland, Channel Islands & I.O.M) and may be amended or withdrawn at any time. 3. All new Shogun variants come with a 5 year/62,500 mile warranty (whichever occurs first). For more information please visit www.mitsubishi-cars.co.uk/warranty. Fuel figures shown are official EU test figures, to be used as a guide for comparative purposes and may not reflect real driving results.

Shogun range fuel consumption in mpg (ltrs/100km): Urban 26.9 – 27.4 (10.5 – 10.3), Extra Urban 32.8 – 34.0 (9.3 – 9.0), Combined 30.4 – 31.4 (9.3 – 9.0), CO₂ emissions 245 – 238 g/km.

BÉNÉTEAU GT40

With a layout that defies expectations,
the Bénéteau GT40 is a serious game-changer

Text & photos: **Nick Burnham**



Esteemed member of the maritime press that I am, I get to hear of new models from major manufacturers sometimes as much as several minutes before the general public. When news filtered through that Bénéteau was launching a new 40-foot sportscruiser at Cannes I could have sketched the layout on a sheet of A4 (why people insist on sketching these things out on the backs of fag packets has always eluded me).

The 40-foot sportscruiser market is so highly evolved that there's almost a standard layout – C-shaped dinette at the back of the cockpit opposite a wet-bar, chaise longue forward to port, and double helm to starboard. Below, a forward master cabin with a saloon and galley in the middle and a guest cabin behind it with two berths running transversely. I could have bet my house on it – it was as predictable as blue jeans and a Superdry shirt on a middle-aged man at the weekend.

I would, of course, now be homeless had I done so as Bénéteau confounded all my predictions with a subtle but effective rework of the time-honoured traditional layout. It

starts in the cockpit where the aft portion feels longer than normal and has seating both sides, the starboard settee wrapping itself along the transom at one end and truncating in a chaise longue at the other. The wet-bar is present and correct, but it's mounted centrally, backing on to the helm, or on the bathing platform if you prefer.

In another departure from the norm, the helm is two steps up in pride of place, slap bang in the middle. You still get a double helm seat, but fitting it centrally has left room for a third seat on the starboard side with access down below relegated to port. What's neat is that there's space between the single and double seat as well as to port, so wherever you're sat you can get in and out without disrupting your companions. It's a clever solution and very different to everything else on the market.

Overhead, Bénéteau has opted for a solid sliding roof section. At 40 feet, the GT40 is right on the cusp of needing a concertina-style fabric roof but the GRP roof opens wide enough and still has room to stack neatly out of sight. It tends to be a more weather-tight solution as well as more robust than a fabric one. It feels more grown up too somehow: big boats have solid roof sections. Boosting the cool factor even further, in both senses of

the word, are the two retracting aft windows. The hardtop itself arcs a long way forward; you sit way back from the windscreen.

A HEAD FOR HEIGHTS

Head down below and you'll find most things where you expect them. The master cabin is up front with its central double berth and the saloon features the usual dinette opposite a galley ahead of the heads. That port-side entrance means you lose a leg of the normally three-sided dinette (which may explain why this area doesn't convert to sleeping). The galley is on the small side also, fine for lunch but don't get over ambitious at dinner time. The reason is clear though – there's a generous heads large enough to contain a separate shower stall. It's a compromise I suspect most owners will favour. Interestingly, Bénéteau has gone with hull windows for the cabins but portholes for the saloon, which looks great from the outside but feels a touch 'style over substance' in practice. A large skylight adds natural light if not view.

Which just leaves the mid cabin. The reason most boats of this style have the chaise longue to the port side of the cockpit and the companionway in the middle is to form a lobby area into a mid cabin with transverse berths. On the GT40 access is to the centre



The GT40 picks up on to the plane exceptionally easily for a 40-foot boat running a pair of Volvo Penta D4-300 diesels

using the area beneath the helm and the berths run longitudinally. It creates plenty of space as you enter the cabin and allows the floor to be sunk deep into the centreline of the hull giving more headroom. The payoff is a little less storage, particularly hanging space with fairly mean hanging lockers, but that feeling of headroom is felt right through the accommodation – there's over six feet of it throughout the saloon.

A TRICK OF THE LIGHT

In combination with the height of the hardtop needed to clear that raised helm, you might expect a disproportionately high exterior profile, the blight of modern boatbuilding where volume is the Holy Grail. In fact, Bénéteau has been rather cunning, visually lowering the look by employing plenty of gloss black gel-coat in the hardtop sides. Sculpted haunches around the aft quarters just above the rubbing band also draw the eye down and avoid slab-sidedness. It's a sharp, contemporary-looking boat – different from any other Bénéteau design and one which I suspect will set the tone for future mid-range sportscruisers from this marque.

Back aft is the obligatory optional hi-lo platform and also access to the side decks. At six inches wide these are adequate, but Bénéteau has eked out more space by gently splaying the stanchions outward and curving the hardtop inward. The guardrails reach right to the transom, giving you protection the moment you step on deck. It's a thoughtful touch, one of several that reassure you that there's been some input into the design from people who actually go boating – not the given you might expect. Take a look at the handholds thoughtfully positioned under the corners of the trailing edge of the hardtop, along the top of the transom and either side of the helm station and you'll see what I mean. Take a look too beneath the double helm seat; as well as a flip bolster it adjusts for reach and for height! Mind-blowing in a mass-market sportscruiser, but demerit points for needing ten foot long arms to reach the VHF radio mounted on the far right bulkhead behind your passenger's knees. While the Simrad screen displays the engine instrumentation, that vertical panel above it is just crying out for a pair of rev counters and a speed log isn't it?

Underpinning this brave new look is the latest version of Bénéteau's 'Air Step' hull. Air intake vents either side of the hull, right on the waterline, channel air to the first of two steps running diagonally across the hull. The idea is

that the air helps break up water tension and thus reduces drag. Does it work? Honestly, I couldn't tell you, you'd need two absolutely identical boats, one with and one without to really be able to assess it. What I can tell you is that the GT40 picks up on to the plane exceptionally easily for a 40-foot boat running a pair of Volvo Penta D4-300 diesels. Could that be the effect of Air Step? Maybe, but I suspect this boat's light weight of about 7.5 tonnes has more to do with it. A Sunseeker Portofino 40 weighs in at 10.5 tonnes, the resin-infused Princess V39 a fraction under ten – both these boats are only offered with the meatier D6 motors. Even the Bavaria Sport 400, a comparatively lightweight craft, tips the scales at nine tonnes. In fact the only boat to threaten the GT40's Slimmer Of The Year title is fellow countryman, the Jeanneau Leader 40.

SOLID AND SPRIGHTLY

It doesn't feel lightweight though. Near perfect testing conditions see a sparkling Azur blue sea overlaid with a deep long rolling swell, the sort that has you clenching your teeth as you swing the bow into it and power up the first hill at planing speeds. At 18 knots the Bénéteau crests and drops, landing softly and confidently. Time to up the ante. An extra couple of knots yields the same result, so I engage my 'Game Face' and press on, in the interests of science you understand. By the time we hit the mid 20s we're getting properly airborne and dropping hard into the troughs yet the hull is doing a fine job of soaking up the abuse. Best of all there are absolutely no creaks or groans of protest, just the occasional (and understandable) rattle from the solid roof section.

Point made, it's time to see what else we can discover. Running across the swell gives me the chance to really go for it. This is where you finally feel the difference of the smaller D4 engines; top end in these conditions is 32 knots – you'd eke out an extra knot if it were flat calm. D6 engines typically yield a high 30 top end. Does it matter? That depends on how fast you want to go. The GT40 cruises very nicely in the high 20s, planes comfortably in the high teens and burns less fuel too – at 19 knots it's returning 1.7mpg compared to 1.2mpg in a V39. If you want to go faster or load the boat with heavy kit you can spec the larger motors.

That adjustable helm seat means that the helmsman's lot is a pretty happy one. The raised helm also means that you can stand and drive if you prefer, looking over the windscreen header rail. It's not perfect, the long arc forward of the hardtop means that you need



Seating on both sides of the cockpit as well as three easy-to-access raised helm seats

Portside companionway means a two-sided dinette instead of the usual three



The master cabin has plenty of headroom at the foot of the berth





SEE THE VIDEO



mby.com/gt40



A CLOSER LOOK WITH NICK BURNHAM

HELM SEAT

A bugbear of mine – we take an adjustable seat for granted in the cheapest cars, yet even some £500k boats come with fixed helm seating, so it's great to see Bénéteau really getting to grips with this. Combined with the tilt wheel you'd need to be an odd shape not to be able to get comfortable.



EXTERIOR UPHOLSTERY

Often quite a prosaic element, credit is due for the time and effort that Bénéteau has gone to. Finished in two-tone cream with diamond-quilted inserts and nice touches such as the stainless steel 'Bénéteau' in the helm seat and 'Gran Turismo' embossed in the backrest, it really lifts the ambience.



COCKPIT TABLE

Yet more evidence of excellent attention to detail – the cockpit table is a big solid wood folding affair on a retracting gas strut that clicks securely into place should you want more dining or lounging space. Dropping the table creates a large sunlounger although the hardtop is likely to shade it a little.



ENGINE ROOM

A large lifting section of the cockpit sole grants access to the front of the engines for daily checks. Want to carry out more involved work like engine servicing? Five knobs unscrew and release the aft seat carcass, allowing a second section of sole directly above the motors to be lifted giving total access. With no gas struts it weighs a proverbial ton though!



The galley isn't the most comprehensive we've seen on a 40-footer




The sizable heads has eaten up some of the galley's space




Longitudinal berths and hull windows on both sides make the full beam mid cabin feel bigger than most



 Solid hardtop section still manages to create a good sized aperture

 Saloon makes do with portholes rather than the windows that the fore and mid cabins benefit from

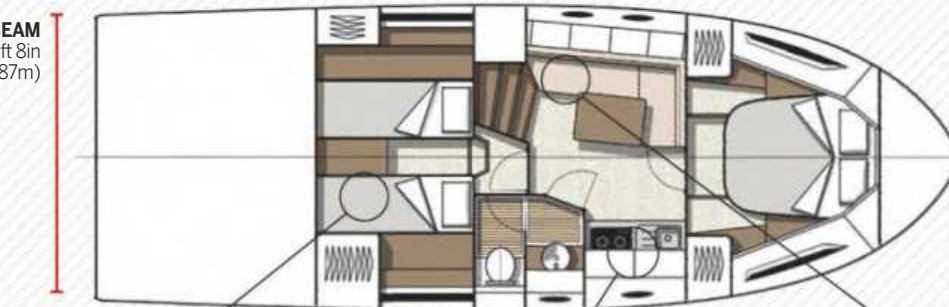
 Optional aft galley pack moves the wet-bar to the transom, freeing up cockpit space for extra seating



THE DATA

LENGTH OVERALL 41ft 2in (12.55m)

BEAM
 12ft 8in
 (3.87m)



Longitudinal berths very unusual (but surprisingly effective)

Small (yet functional) galley but large heads – the right compromise for most

Terrific headroom throughout the saloon

FUEL CAPACITY
 143 gallons (650 litres)

WATER CAPACITY
 44 gallons (200 litres)

DRAUGHT
 3ft 7in (1.10 metres)

RCD CATEGORY
 B for 10 people

DESIGNERS
 Nuvolari & Lenard

DISPLACEMENT
 7.6 tonnes (light)

Fundamentally, this is an excellent addition to the 40-foot sportscruiser sector

Opening lower side windows are an unusual touch and add to the sense of space in the cockpit



to be aware of potential blind spots caused by the long, thick mullions when seated, and the single pantograph wiper in the centre would be fine if the screen were right in front of you, but at that distance a little more windscreen clearance is needed. These are workable niggles though, not deal breakers.

VERDICT

As ever, there are a few modifications that would improve things, but "Zis ees boat number zhero, zhero zhero one," Gildas Rehel – Bénéteau's sales engineer – tells me in his wonderful French accent (displaying admirable build number forecast in the process – four zheros?). Much of it is simple tweaks

– shift the VHF, lose the mock-hogany dash strip, maybe think about a converting saloon dinette. Finish is decidedly French – function over finesse. The GRP headlining in the saloon and the slightly rough edges to the single-skin wet-bar lid for example won't scare Sunseeker but these boats are at very different price points.

Fundamentally, this is an excellent addition to the 40-foot sportscruiser sector, offering enough change to make it a genuinely different alternative yet without losing functionality and practicality in the process. And while the much improved detailing won't worry the premium sector, the price just might. **MBY**

Contact See website for dealers.
Web: www.beneteau.co.uk

THE HELM VIEW

Vertical panel above the nav screen is crying out for some conventional dials

Deck cleats are not terribly well positioned – a forward spring from an aft cleat may chafe the hull

I thought we'd left shiny wooden dash trim in the 20th century

Wrapped stainless steel handrails either side are a practical touch

Twin tone chunkily-spoked steering wheel is a tactile and visual delight

PERFORMANCE

TEST ENGINES Volvo Penta D4-300. Twin 300hp @ 3,500rpm. 4-cylinder, 3.7-litre diesel sterndrives

MBY TEST FIGURES

	1,600	1,900	2,200	2,500	2,800	3,100	3,400	3,650
RPM	10	11	14	19	23	27	29	32
Speed	10	11	14	19	23	27	29	32
LPH	20	32	43	51	64	83	102	116
GPH	4.4	7.0	9.5	11.2	14.1	18.3	22.4	25.5
MPG	1.4	1.6	1.5	1.7	1.6	1.5	1.3	1.2
Range	160	183	176	194	183	171	148	137

SOUND LEVELS dB(A)

	76	85	80	82	82	84	84	86
Helm	76	85	80	82	82	84	84	86
Cpit	76	84	81	82	83	82	84	85

THE COSTS & OPTIONS

Price from £221,323 inc UK VAT (Twin D4-300s)

As tested £283,672 inc VAT (Twin D4-300s)

Trim level lounge	£14,977
Electronic pack	£4,204
Sport chic pack	£2,147
Mooring kit	£920
Hull colour	£7,868
Electric bathing platform	£7,687
External upholstery upgrade	£740
Bow thruster	£3,636
Cockpit fridge	£126
Trim tabs	£1,087

= Options on test boat

RIVALS

Princess V39

Price from £315,240

At four years old, still the benchmark 40-foot sportscruiser.

Buy the test: mby.com/p39

Jeanneau Leader 40 Sportop

Price from £225,884

At an almost identical price but with a more conventional cockpit.

Buy the test: mby.com/j40



Speed in knots. GPH & MPG figures use imperial gallons. Range in nautical miles and allows for 20% reserve. Calculated figures based on manufacturer's figures, your figures may vary considerably. All prices exclude UK VAT. 60% fuel, 0% water, 2 crew + minimal stores. 25°C air temperature, moderate sea, F4 for speed trials.

PART THREE

A BATTLE WITH BISCAY

The final leg of the Princess V39's journey home to Falmouth is thwarted with bad weather and errant trains

Words: John Boyle Pictures: John Boyle
& Fionn Crow Howieson

SEE THE VIDEO



mby.com/v39c





Cecienne leaves Spanish waters, under the watchful eye of her airborne drone

Our delivery trip is taking much longer than planned; it's already been 16 long days since we left Palma in my newly acquired Princess V39 *Cecienne*, and we're barely even halfway back to her new home berth in Falmouth. My crew, a group of long-standing friends with plenty of sea-going experience, have endured a combination of fog, heavy seas, unplanned fuel stops and the occasional diversion to do a spot of sightseeing (and camel riding!), so it means we've only made it as far as A Coruña in northern Spain. Ahead of us lies the Bay of Biscay and all that that entails. It looks like we're in for yet more bumpy rides.

April 28 Another hard day – cold, grey, rainy and lumpy, the boat slamming down on just about every wave – slogging our way to Gijón. Those who weren't driving or watching for hazards are usually curled up in sleeping bags back towards the stern where there is least motion.

April 29 A dawn departure from Gijón. Though no wind is forecast there is a mixed chop on the sea. But as the day goes on the skies clear, the sea flattens out, and after stopping in Zumaia to lunch and refuel we cross from Spanish to French waters to overnight at Hendaye. After the previous two days this is a pleasure – canopy off the boat, sunshine, glassy seas, and 200 miles covered. From here it's all following the compass needle north!

April 30 We leave Hendaye after a leisurely breakfast and head north to Cap Breton to refuel before tackling the over 100-mile run north to the mouth of the Gironde. Apart from the ever shifting entrance to Arcachon, it's a monotonous stretch of unbroken sand dunes and beach, backed by pine forest, but a coast where the swell picks up close to the shore – not a place to get caught out. Despite the calm sunny seas the forecast is grim – winds gusting up to 40 knots within the next 24 hours. The first half of the trip is uneventful, but soon after Arcachon the weather rapidly changes – ever-increasing winds

and swell. We decide to risk the south channel entrance to the Gironde – it's not to be tackled in an ebb tide if there is a big swell running, nor with the wind from certain directions – but I feel conditions, though poor, are with us. There is still a massive feeling of relief as we break through to the calmer waters of this huge estuary and berth in the marina at Royan. Within an hour of us tying up the winds are gusting up to 30 knots and there is driving rain – how quickly Biscay changes! And with a progression of lows forecast we make the call to leave *Cecienne* in the marina and get the next easyJet flight from Bordeaux to Bristol, returning as soon as the weather allows.

WAITING FOR THE SKY TO CLEAR

Two weeks of obsessive weather watching follows as we wait for that small window that would allow us to bring the boat north and across the Channel. The window eventually seems to be opening – just 72



A simple but tasty lunch on board, at Zumaia

En route to Paris, by mistake



hours when a weak high pressure would dominate Biscay – so easyJet to Bordeaux and the airport shuttle to the railway station for the short train ride back to Royan.

At the ticket office I'm told to take the TGV for Paris Montparnasse, changing at the first stop for the local train. Unfortunately, the train doesn't stop... there are TGVs for Paris Montparnasse leaving within five minutes of each other from adjoining platforms, and we have boarded the nonstop! We manage to find

the only car rental in Paris that hadn't yet shut for the night, take a €400 one-way rental, and drive all night, arriving back in Royan at dawn. Not the most auspicious start to the voyage home.

May 16 Things seem no better as we head out to sea. The shallow mouth of the Gironde is infamous for its tidal streams, dangerous overfalls, changing sandbanks and steep seas, and today we seem to have them all under grey skies that always make things appear worse. Even the buoys marking the channel are not as per our navigation equipment, waves breaking over sandbanks where our charts show deep water. We are so close to giving up, but common sense says that once we get out to sea things must improve.

Gradually they do improve, but the wind as forecast is always from the north-west so we take every wave on the bow throughout an incredibly long and tiring day that ends on the Île de Yeu. But our mindset is now that this is a delivery mission – we have to get the boat home.

May 17 Wake before daylight to a deteriorating forecast. The weak high that we had been relying on is breaking down and a series of low fronts are pushing in fast from the Atlantic, promising Force 8 by the end of the day. Reluctantly, we all agree that the best we could achieve would be to get the boat tucked up safely in Brest or L'Aber Wrac'h, get the

Grim determination as we plough through 40-knot gusts of wind below the Gironde



ferry back to Plymouth and come back to finish the trip on the next fine spell. Well, at least the sun is shining.

Apart from a scary tide race at the south end of the Chenal du Four, the day is pleasantly uneventful. We refuel at Camaret, still under sunny skies, and think despite the forecast – sod it, let's make a run for home! The wind is from the south-west, so at least it's behind us.

By the time we reach the mid Channel traffic separation lanes we realise just how big the swell actually is. We are running comfortably across it, but tankers heading west into the Atlantic are ploughing into it so hard that it's covering their bows. And across the sky behind us to the south-west the solid line of storm clouds is gradually catching us up.

As the sky darkens above us and the sea starts to chop up, the faint smudge of the Lizard appears off the bows. I've never been happier to pass Lizard Lighthouse, the Manacles buoy, and Black Rock at the entrance to Carrick Roads. Today alone, we've been at sea for 15 hours, covered 250 miles, and beaten a Force 8 by the skin of our teeth... It's good to be home.

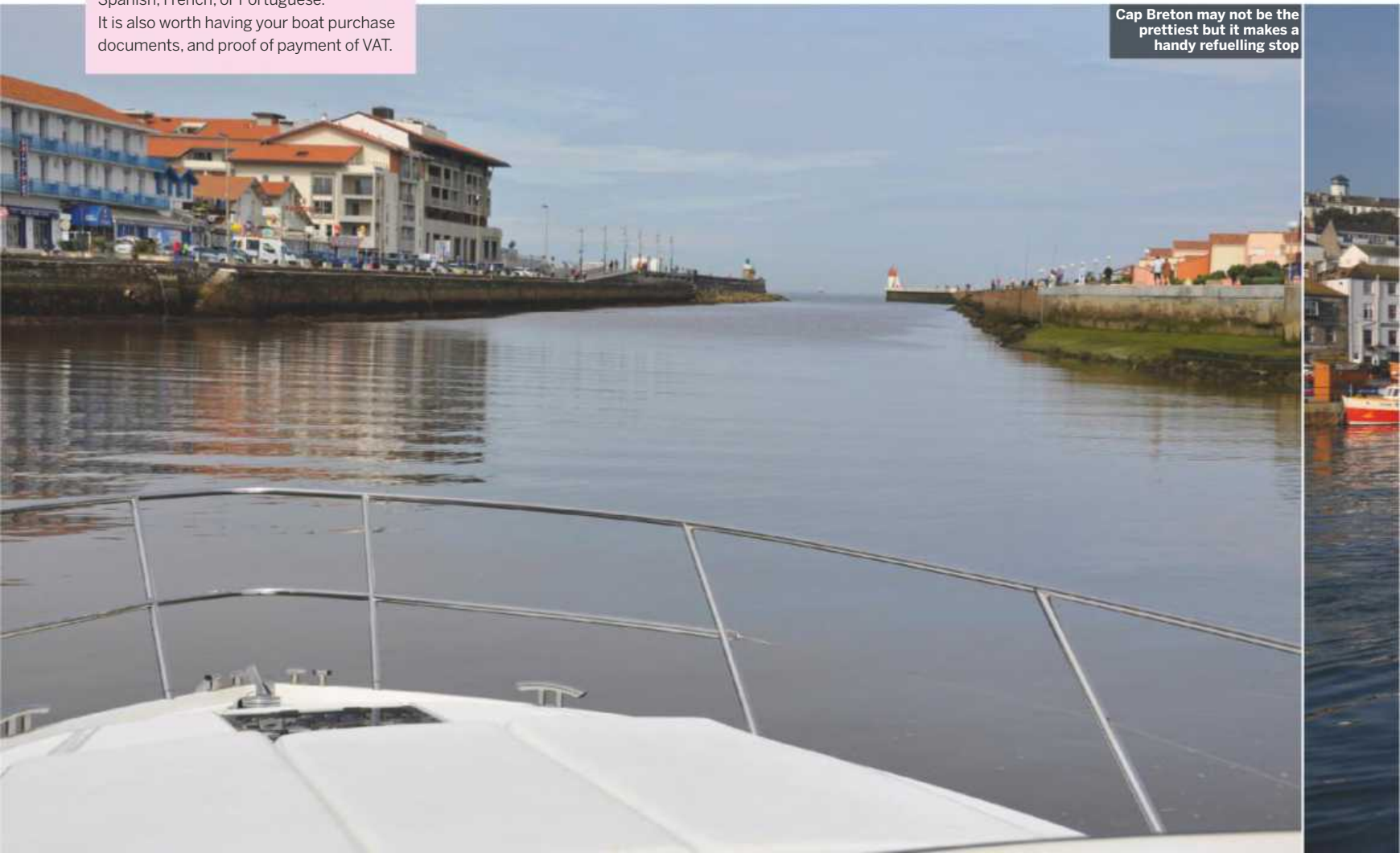
DOCUMENTS

European marinas are sticklers for you having the correct documentation, and in many places the police check that they are conforming to all requirements.

Certificate of Registry from the MCA is essential, and that nicely laminated card seems to satisfy even the most bureaucratic. Your original insurance documents are also essential, and some insurers will provide an extra copy in Spanish, French, or Portuguese.

It is also worth having your boat purchase documents, and proof of payment of VAT.

Cap Breton may not be the prettiest but it makes a handy refuelling stop





La Plate Lighthouse in the notorious Raz de Sein



How the Lizard Lighthouse at Falmouth should look, not how we experienced it, cloaked in cloud

ON REFLECTION...

So was the trip worth doing? 100% absolutely yes! The image of a flat calm sea, with Europe to starboard and Africa to port, is one I will never forget. Whales in the Straits of Gibraltar, so many new ports and harbours explored, even the bad times in heavy seas when we were forced to turn back, and that mad final dash across the Channel for home, are just a few of the memories.

Most of all it was an amazing adventure, really getting to know my new boat and using her to her maximum, and sharing the adventure with friends. We'd settled into a comfortable routine on the longer legs of the trip of taking it in turns driving while the others read or just relaxed. When conditions were bad, an hour at the helm was usually enough and it was great just to be able to curl up somewhere on the deck and shut your eyes after the concentration of dealing with every wave. When conditions were good just chilling in the sun as we cut across the sea was everything you could wish for.

It wasn't a cheap trip when I add up fuel costs, marinas, flights, and the Paris rental car disaster, but compared to the cost of a first class return flight for just one person to New York, or two weeks on a

cruise ship for four people, or a few days in a luxury resort hotel, I don't feel a need to justify it – I know how I would rather spend my money! And obviously this was a motor cruiser on which we made the voyage; a yacht might take longer but fuel costs would be minimal. But most of all, I believe that a boat is there to be used, to have adventures on, and there is no price you can put on the adventures that we enjoyed.

It was also the best shakedown/get to know the boat experience I could have wished for. We had quite a few small problems along the way; some I have mentioned, others ranged from tiny (such as poppers on the canopy needing replacing) to more significant (such as loss of hydraulic fluid from one of the trim tab rams). But these are already sorted and the boat is ready for the summer in Cornwall, and our next long-range adventures. **MBY**



Drinks, smiles and relief at having made it

THE DISTANCES INVOLVED

A Coruña – Gijon 140nm

Gijon – Zumaia 153nm

Zumaia – Hendaye 24nm

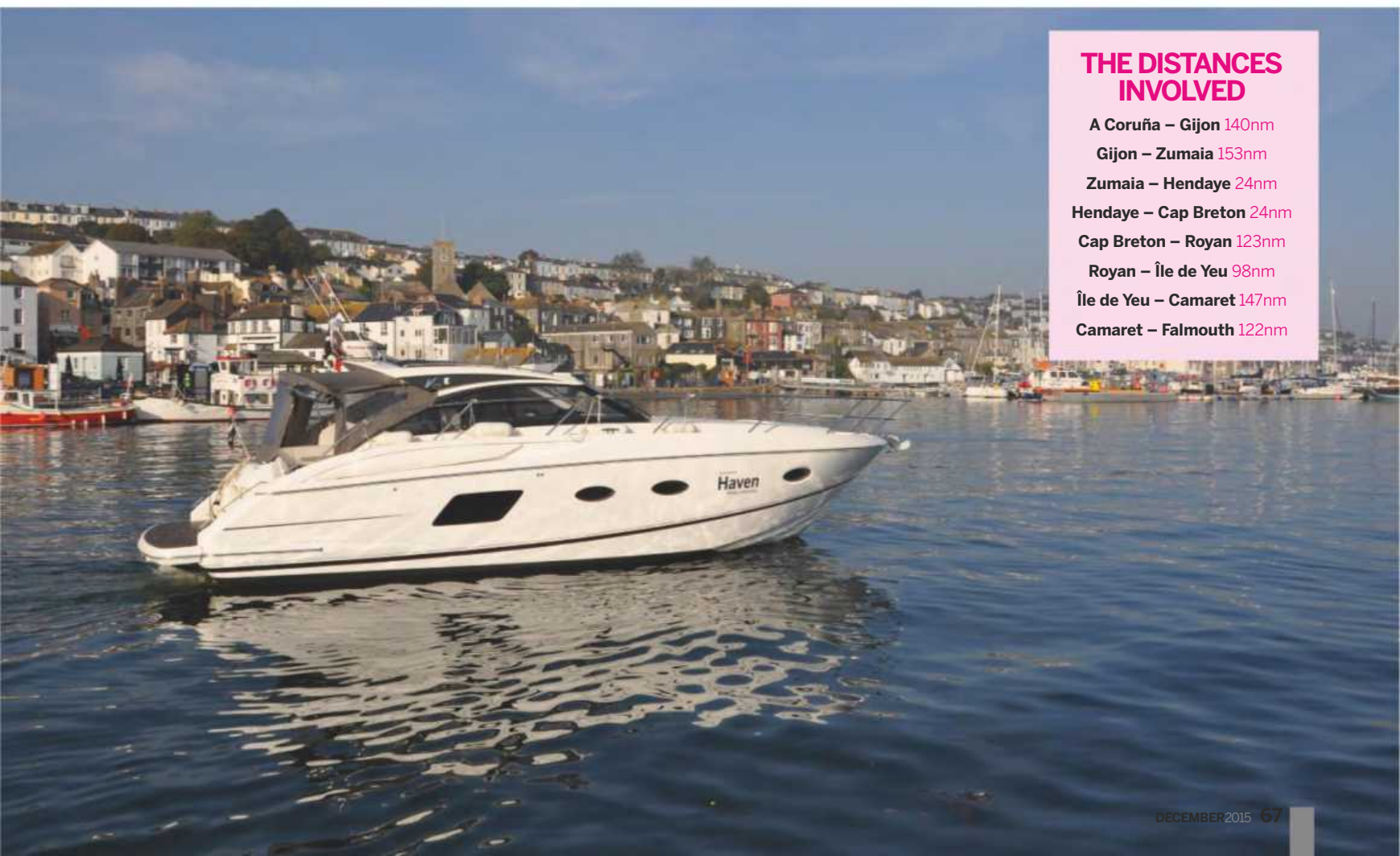
Hendaye – Cap Breton 24nm

Cap Breton – Royan 123nm

Royan – Île de Yeu 98nm

Île de Yeu – Camaret 147nm

Camaret – Falmouth 122nm





VENETIAN GLORY

With pomp and ceremony worthy of its setting, MCY's new flagship is a timely homage to palatial cruising

Text: **Jack Haines** Photos: **Monte Carlo Yachts**



Within the Arsenale di Venezia, the air is stirring. This vast network of former shipyards and armouries, once a bastion of naval power, which in its heyday used to boast a 16,000-strong workforce capable of building a ship a day, has been transformed for one evening only into the launch venue for the flagship of a very different fleet. The Monte Carlo Yachts 105 is the 110-tonne crowning glory of a five-year story that has seen the MCY brand begin as a subsidiary of the Bénéteau Group and culminate (for now) with this sumptuous, jaw-dropping €10m motoryacht.

I've written this before but it is worth repeating. The Monte Carlo Yachts journey has been a snap bang of progress. Starting in 2010 with 20 employees and turnover of €3m, the yard now turns over €58m and employs more than 350 people. Not quite the scale of the Venetian Arsenal but not bad and capable of completing four 105s a year, among others.

Ah yes, the 105. It drifts into the Arsenal under a cloak of darkness, with just strategically illuminated deck and internal lights hinting at the basic outline. It moves through the inky water, looming menacingly over the gathered crowds before the music crescendos and spotlights fire up and burst the silver topsides of the 105 into life. Her crew are neatly lined up on the starboard deck and she slowly pirouettes, showing off a gorgeous flair on the bow, tapering tidily to the stern and a sleek pilothouse forward of a truly vast sundeck.

What's most impressive about her styling is the ability of designer Dan Lenard and engineer Carlo Nuvolari to create a yacht that



The carbon fibre hardtop is a magnificent piece of engineering and the huge aperture means the top deck can be fully exposed

You do, of course, notice a certain gulf in the level of finish between the flagship and its siblings further down the range



The flat bow area is a wonderful entertaining space in its own right and supplements the top deck and cockpit perfectly



The top deck is bursting with places to sit, dine and recline all served by what is more of a galley than a wet-bar

clearly harks back to the look of smaller MCY models with the signature window line, flared forward sections, and dark hardtop and support arms but in no way looks like a stretched 86. It's a truly stunning yacht in its own right yet remains true to the family ties.

A HOST OF HIGH-END TOUCHES

The way the yard builds the 105 is no different to the technique used on the smaller models in the range, hence production being so efficient for a yacht of this size. Everything (and I mean everything) is resin-infused composites, from the hull and superstructure to the wet-bar unit on the top deck and even its lid.

You do, of course, notice a certain gulf in the level of finish between the flagship and its siblings further down the range. Materials are courtesy of the likes of Hermès and Armani, there is black marble in the bathrooms, immaculate grey oak cabinetry, treated teak flooring, ornate smoked glass panelling and wonderfully named 'magic brown' countertops. The lighting is special, too, with backlit marble steps leading the way down to the guest cabins and soft LED strips providing indirect illumination throughout.

The production process doesn't lend itself to total, blank-sheet -of-paper customisation for the 105 owner but there is enough personalisation to ensure they feel as if their mark has been made. Bulkheads won't be shifting but the owner of hull number one (destined for Hong Kong), for example, opted to have the island berth in the VIP cabin run across the boat as opposed to down the centreline as it does in Monte Carlo's own plans. This opens space at the opposite end of the cabin for an L-shaped sofa and wall-mounted television to make a cosy and private mini lounge within the cabin.



The aft section of the top deck is free of the shade from the hardtop and the place to be if a tan is on your agenda



Raked windscreens in the pilothouse

This being MCY's first raised pilothouse design the main deck enjoys huge amounts of space

When it comes to cabins, though, the 105's main deck master is untouchable. Not only is it spectacularly spacious and split across two levels – so you walk down luxuriously carpeted steps to a his 'n' hers bathroom – but the quality of the finish and the views from the enormous pieces of glazing either side make for one of the most special places you could ever wish to sleep, on or off a boat.

The bathroom is almost fully open to the cabin except for a partition in front of the twin sinks and shower to offer some privacy plus toilet cubicles on either side. As for the remaining cabins, there are two near-identical twins forward, both ensuite and perfectly luxurious, plus there is the option to split that generous VIP into two smaller doubles if you want more space for charter clients.

The crew space includes three cabins comprising a double for the skipper and two sets of bunks for crew with a reasonable dining area and well-equipped galley, though it is a long way for the crew to traipse food up to the dining area of the cockpit from here.

This being MCY's first raised pilothouse design the main deck enjoys huge amounts of space, some taken up by that lovely master cabin but most by a saloon and cockpit that epitomise relaxed living. So many yachts this size have furniture and layouts that are so flash they don't lend themselves to actually being used but the 105 is quite the opposite. There is a useful bar area tucked in right aft from which crew can easily serve those on deck or in the saloon and then between that and the 12-person dining table (flanked by sliding doors and optional side-deck balconies) is the main internal lounging space with two large, comfortable sofas either side. A central plinth provides a focal point for the area as well as a spot for the television to stow away at the touch of a button.

Drift into the cockpit and you are confronted, on hull number one, by a truly enormous sunpad, which the owner specified in place of the standard layout of bench, table and freestanding chairs. Not wanting to limit any loafing/sunbathing/dining space on the top deck, the boat's toys are stowed in a cavernous aft garage, where there is space for a PWC and a Williams 445.



Balconies are an option on the 105



The extended sunpad is an owner option



The jaw-dropping main deck master cabin



The palette of grey panelling and light upholstery is bolstered by classy chocolate detailing and soothing lighting



His 'n' hers sinks in the ensuite bathroom

The top deck is extraordinary; so large and littered with varying types of seating and lounging space that it takes a good ten minutes to settle on exactly where it is you want to sit. Much of it is covered by the huge stretch of hardtop, made from weight-saving carbon fibre and includes a gigantic fabric sunroof that does an incredible job of opening up most of the deck to the elements.

There is space for a hot tub up here if requested, or you could always have it on the bow. A bow which beautifully supplements the top deck as an outdoor living space and that can, thanks to the protective curl of the bow sections and totally flat foredeck, be used comfortably when the yacht is going along.

CRUISING IN SERIOUS COMFORT

In fact, with 4,800hp of effortless German horsepower on tap and a rock solid ride you can do pretty much anything comfortably when the 105 is going along. I take the wheel from the flybridge at its tall, upright helm. The engines are buried under three decks and watertight hatches so there is very little chance of hearing them when you push the throttles along their travel. The feeling is one of detachment, yes there is nearly 5,000hp shifting over 100 tonnes but all you're aware of from the helm is the sea moving past you at a slightly faster rate.

This boat has a Seakeeper gyroscope installed for slow and zero speed stability but it's so calm outside of the Venice lagoon that we leave it off the entire time. I heave her into the first turn and find the steering hard work, something that the engineering team was still working on at the time of the test. She turns well enough and we are soon heading back over our own not inconsiderable wash, which the 105 deals with like a steamroller going over an After Eight. God it

110 tonnes able
to shift at over
24 knots



The 105 is a flagship for now but in the long run it is but a stepping stone to even greater (and larger) things

feels solid – hull length and sheer bulk count for a lot when it comes to seakeeping and the 105 has both in spades.

A short run of steps takes you down to the pilothouse where it feels far more like you are piloting an aircraft. The raked screens and thick mullions make for a fine view forward but not so much either side and you have to rely on cameras to see aft. Four large screens relay navigation and system information as you stare down the flat foredeck and over the flare of that magnificent bow.

With the throttles pinned to the dash we managed a top speed of 24.5 knots with 35% of the 12,000-litre fuel capacity on board. That's a decent lick by anyone standards yet at just under 10 knots those monster MTUs are using a mere 70 litres per hour.

The 105 is a flagship for now but in the long run it is but a stepping stone to even greater (and larger) things. The drive and ambition of Monte Carlo Yachts is only equalled by the competence of the boats it builds.

The 105 is a resounding confirmation that MCY will be able to mix it with the big boys when it takes the range even further into the realms of superyacht and, with its new model every year ethos, that could be sooner than we think.

The 105 is a marvellous achievement, fully deserving of its spectacular launch. The Arsenal's shipbuilding days may be long gone but on this night in Venice it was home to the berth of a star.

Contact www.montecarlo-yachts.it

The owner's influence
on the VIP cabin





THE DATA

SPECIFICATIONS

DRAFT 7ft 5in (2.15m)

FUEL CAPACITY

2,640 imp gal (12,000 litres)

WATER CAPACITY

440 imp gal (2,000 litres)

DISPLACEMENT

104 tonnes (light)

TEST ENGINES

Twin MTU 16V M93 2,400hp

TOP SPEED ON TEST

25.4 knots

CRUISING SPEED

10-23 knots

PERFORMANCE

(range with 80% fuel)

1,000 RPM 9.4 knots

15.4gph 0.61mpg, 1,289nm

1,500 RPM 13.6 knots

61.6gph 0.22mpg, 466nm

1,900 RPM 17.2 knots

118.8gph 0.14mpg, 305nm

2,100 RPM 21.0 knots

153.1gph 0.14mpg, 290nm

2,300 RPM 24.1 knots

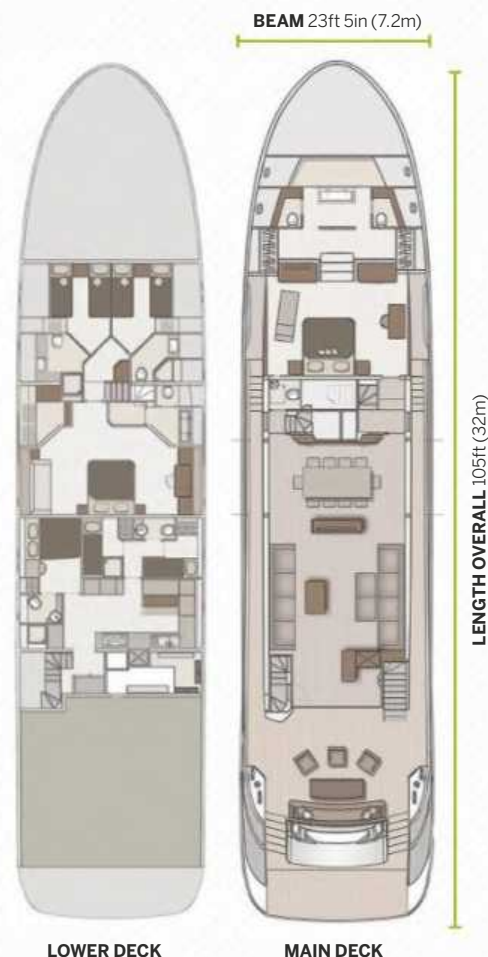
186.1gph 0.13mpg, 274nm

2,450 RPM 25.4 knots

200.6gph 0.13mpg, 267nm

DESIGNER Nuvolari Lenard/
Monte Carlo Yachts

PRICE poa



One of the two
ensuite twin cabins



Guest lobby area
leads off to cabins



Well equipped crew
quarters on the
105's lower deck





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The 65RP also features port and starboard-side pilothouse doors, easier engine room access through a new port-side door, and a host of other performance and luxury features.

Get more information, photos, and a virtual tour online: grandbanks.com/65RP

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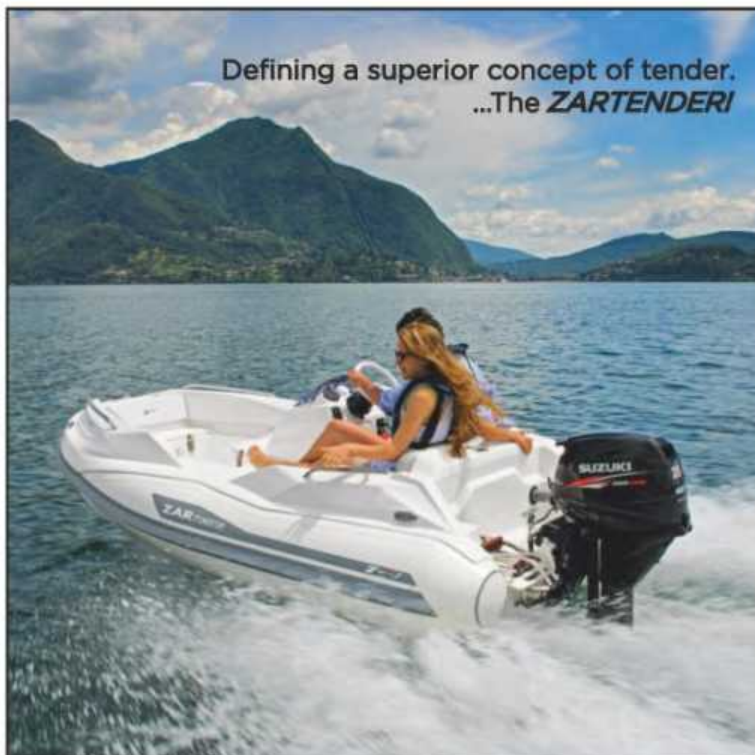
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The Azimut 55 is a classic and one of those rare examples that is hard to improve

ASKMBY YOUR QUESTIONS

Expected fuel figures; the onward march of design

PRINCESS FUEL CONSUMPTION

I have recently purchased a 1975 Princess 37 cruiser, which has twin 120hp Ford Mermaid diesel engines. At a cruising speed of 10 knots can you tell me what sort of fuel consumption I can expect. **Ivan Donnelly, by email**

You don't mention whether your 37 is the faster (18/20 knot) deep-vee version, or the semi-displacement version with its long shallow keel. However, as your boat has the smaller 120hp Mermaids, which originally gave a top speed around 16 knots, there's a 99.9% probability that it's the slower version.

In which case you're in luck, because the slower boat's fuel efficiency should be better at your chosen 10-knot cruise. That said, even on a semi-displacement hull, small

differences in speed above or below 10 knots, a modest adverse tide, and the condition and fouling on the sterngear and the hull bottom can still make your fuel consumption yo-yo up or down dramatically.

*As for the actual figure, I compared test data from as many similarly sized shaftdrive boats as I could find, and at 10 knots the fuel consumption ranged from 25lph (litres per hour) to 35lph total. Given the 37's sweet Y-shaped hull, if your engines are still in good condition, I see no reason why your boat shouldn't achieve the lower end of that band. **Dave Marsh***

PROGRESS, WHAT PROGRESS?

Reading through your Azimut 55 Used Boat report in last month's MBY (November 2015) made me wonder what progress our boatbuilders have made in the last decade. Although the Azimut 55 you covered is 15 years old, I really couldn't see what the owner of a brand new equivalent (Azimut or otherwise) would be gaining, besides the short-lived thrill of owning the latest model. Any clever ideas? **Henry Powell**

Well, that short-lived thrill you mention is an extremely powerful drug that few of us are immune to, so guilty as charged on that count.

Looking beyond the significant technological advances such as pod drive, resin infusion and all manner of new or improved boat control systems (stabilisers, interceptors, auto-trim etc) I reckon the two biggest changes have been in the sheer inventiveness of modern boat design and the diversity of boats available today.

In that same November issue you have; Princess's flybridge-cum-sportscruiser S65, Riva's 88-foot sportsboat with a hardtop that folds into the foredeck, and Sealine's ingenious C330 sports cruiser, whose myriad practical novelties are too long to catalogue.

*I do agree with your specific point that it's difficult to see how the Azimut 55 could be eclipsed, but that is the strength of classics such as this. That said, I do think that nowadays we enjoy far more ingenuity and variety. **Dave Marsh***

GOT A QUESTION?
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ADVERTISING FEATURE

BERTHON

Winter refit planning



Now is the time to consider refitting your boat so that it's ready in time for next season



1 How old are the boats that typically undergo refits?

There is no typical age. We have a wide variety of yachts coming in for refit work for all sorts of reasons. Some classic motor yachts demand major overhauls; other newer craft may just be in for a pit stop following an extended cruise or when new owners want to apply their own ideas to an existing boat.

2 What is the most common task you are asked to do during a refit?

It depends on the owner's requirements. Most refits start with a major job such as re-painting the topsides, replacing teak decks, interior layout alterations or rebuilding the engines. However, the job list often grows to include other less obvious requirements. Have a look at the refit case studies on our website to see the wide variety of repairs, upgrades and improvements we can do – it may inspire a few ideas of your own.

3 Is there anything I should take particular care to check?

The condition of the shaft coupling often gets overlooked but should be checked regularly as part of your routine maintenance schedule. All fastenings should be tightened to manufacturer's guidelines and the coupling should be kept free from rust. Failure to do so can lead to premature wear or even to the prop shaft sliding out.

Visit

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Dave Marsh
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Even three of Mercury's new 350hp Verado outboards weigh in at less than a tonne

More power to more people

In this Southampton Boat Show special, we present a round-up of the best new gear coming to a dealer near you

MERCURY

Barrus was busy this year with two new Mercury outboard launches. Mercury's three-strong range of 6-cylinder Verado outboards (225hp, 250hp and 300hp) now has a big supercharged brother, the 350hp Verado. Weighing in at 303kg, it's claimed that this 350 is 43kg lighter than the nearest 4-stroke competitor. What I can't verify is the claim of 'up to 10% greater fuel economy than competitive outboards'; but if so that would be very worthwhile. All three variations of the 350 Verado cost £29,999.

Mercury's 400R uses the same block as the new 350 Verado



However, for a mere extra £10,000 (gulp!) you could have the big daddy, the new Mercury Racing Verado 400R.

Although it sports the same 2.6-litre 6-cylinder block as its weedier siblings, extra power comes courtesy of a new water cooled supercharger plus a charge air cooler designed to increase air density by reducing the intake temperature.

It also has a new bottom end, the very slippery looking Sport Master gearcase. Mercury's racing pedigree shines through here; there are three lengths of gearcase available, plus three different skeg configurations. One is symmetrical, designed for multi-engine installations, the

other two sport cambered skegs, ingeniously designed to counteract the prop-torque on single installations. Being tagged R (Racing) means that the 400R doesn't currently come with a warranty, but I'm told that will change shortly. Given Mercury's reputation, and the fact that it knows this engine will appeal to speed freaks, I imagine that using it on, say, a sportsboat or a big RIB, would leave it feeling completely mechanically unperturbed.

MERCRUISER

As well as champagne, Barrus's launch invitation also promised me two new 6.2-litre petrol V8 sterndrives from Mercury Marine, in 300hp and 350hp forms. Sadly, when I visited the stand there was plenty of the former but no sign of the latter. However, I do know that the elusive new engines are all digital, so the delights of joystick manoeuvring are

available, as well as ACS (Adaptive Speed Control) which allows the rpm to be set and maintained regardless of load or cornering, which is great for watersports enthusiasts such as wakeboarders. One of Mercury's strengths is its broad range of sterndrive legs which gives owners the ability to pick and choose the right sterndrive for the circumstances.



Mercuriser owners can choose from four different sterndrive legs

**YANMAR**

Barrus was also exhibiting a pre-production version of the new Yanmar 6LY440. This 6-cylinder 440hp (324kW) 5.8-litre engine is the 21st century version of Yanmar's mechanically controlled 6LY2A. So common rail fuel injection replaces mechanical injectors, it has a new 24 valve cylinder head, and as expected it is fully digitally controlled. Much was made of the engine's power-to-weight ratio, which allegedly 'outstrips the offerings of all its major competitors.'

Yanmar's 6LY440 is also available in 400hp form

However, nowhere in the various press releases, nor on the Yanmar or Barrus websites, could I find the 6LY440's weight, so by how much is unclear. Given that a boat's performance relates to its overall power-to-weight, not that of the engine in isolation, of far more interest to 99% of potential buyers will be Yanmar's terrific reputation for building extremely robust and reliable engines.

UPDATES & ADDITIONS

FROM ELECTRIC OUTBOARDS TO CLASSIC YAMAHA

TORQUEEDO

The doyen of the electric outboard has toughened up its Cruise 2.0 and 4.0 models (5hp and 8hp equivalent). The propeller housing is now hard anodised aluminium, not plastic, and the prop-housing interface has been redesigned to make it more difficult for small fishing lines to become trapped there. Torqeedo's next models down, the Travel 503 and 1003 (1.5hp and 3hp equivalent), now sport a USB adaptor so small items such as smartphones can be charged under way. With that in mind, TorqTrac is a new Bluetooth smartphone app, which among other things displays your position on a chart and very conveniently shows a circle with the predicted range based on the remaining charge in the battery. There's also a new 37W folding solar panel charger, plus some snazzy travel bags for the 503 and 1003 models.

**YAMAHA**

Yamaha has a new outboard, the F150D. The outgoing 150 was so good – one pair of engines has been documented as having completed 8,700 hours – that one wonders what improvement was needed. Rather than catalogue the litany of technical changes, suffice to say that Yamaha claims that the new engine is smoother, quieter, more reliable, tougher, and more corrosion resistant. Ever more use is being made of the digital nature of modern engines, and to this end the F150D sports a variable trolling control (50rpm steps from 650rpm to 900rpm) plus Y-COP, which is the equivalent of your car's immobiliser. All this technology, and 150 horses, for only £13,499.

**HONDA**

The lightweight, single cylinder, air cooled BF2.3 is an obvious rival for Torqeedo's electric 530/1003. The 13.5kg petrol outboard sports a 10% larger integral fuel tank (now 1.1 litres!), a bigger fuel cap and a few other minor tweaks. It costs £660 for the short shaft, but add £50 for a longer shaft.



Honda's BF2.3 has an external indicator on the lower cowling for oil level checks



The black water-cooled top plate can be used as a step

VETUS

Vetus has extended its M-line of diesel engines, so the range now comprises 12hp, 16hp, 27hp, 33hp, 42hp and the new 52hp M4.56, and the whole range has been intelligently designed by practical boating types, not just boffins. Although they already sport high output alternators (75A on the three smaller models, 110A on the rest) they are all designed to take a second alternator. All the engines also sport safety-first protective front covers, and are available as inboards but also in sail-drive form. The crowning glory is unquestionably the large water-cooled

aluminium top cover, which doubles as a step. This absorbs radiant heat from the engine, and should reduce engineroom temperatures. More noticeably, Vetus is claiming that it significantly reduces engine noise levels too. Sound levels use a logarithmic scale, so the roughly 5dB(A) reduction that Vetus claims would subjectively 'feel' like a drop in noise by about one third – a huge reduction. Vetus UK's general manager, a friend I've known for 38 years, is not prone to exaggeration, so when he says the new engines are extraordinarily quiet, I'm inclined to believe him. **MBY**

Do-it-all dinghy

Row, sail or motor this potentially lifesaving crafty craft

If there was an award for the most ingeniously designed and well thought out vessel at the show, the fittingly named Portland Pudgy would get my vote. It is an unusual hybrid, an attempt to take a multi-function dinghy and by dint of a well designed (optional) inflatable canopy, allow it to double as a liferaft in an emergency.

Given a cursory glance, some might conclude that its only appeal will be to boat owners whose mothership is too small to carry a conventional liferaft as well as a tender. Having sat inside the Pudgy in its liferaft form, I would disagree – given the choice I'd opt for the Pudgy over a proper liferaft every time. Unlike a conventional liferaft, the Pudgy's hull cannot be punctured, and its nigh-on indestructible polyethylene form is unsinkable even without the inflatable canopy. It can be rowed or sailed or motored, an invaluable psychological as well as practical bonus, especially if your grab bag contains a hand-held GPS. And with its solid form and integral seating, it will be far more comfortable than a squidgy and invariably soggy-floored liferaft.

Scrutinising its underwater shape and its modest 54ft² sail (there is a choice of two rigs) it's clearly not going to threaten Ben Ainslie's America's Cup challenge. However, with its full length keel, beamy form and twin daggerboards, the manufacturer's claims that the Pudgy tracks well, tows beautifully, rows great, and is very stable under foot all seem entirely credible.

At the show it was selling for £2,695, while the liferaft canopy is an extra

The Pudgy can take outboard motors up to 3hp



£1,610, and the rig costs £1,055. So it's not cheap. However, I reckon it justifies its price tag by dint of being remarkably well designed throughout. The stockist, Soundless Marine, emphasised that every last scrap of equipment, including the canopy and the rig, has a dedicated storage space on board, so there's no fumbling around in an emergency liferaft situation. There are two seating arrangements, thanks to the midships seat hinging through 180°. The rudder stows neatly under the aft seat when the outboard is in place. The rig can be used with the canopy in situ. Drainage channels keep the water off the floor. And so on and so on. All told it's a great bit of kit, and the only limitation I saw was that compared with a conventional liferaft it is USCG (US Coast Guard) approved for just four people, whereas larger conventional liferafts can hold more people if required.

Contact www.soundlessmarine.com



The inflatable canopy is an optional extra that turns the dinghy into a liferaft



A stability test is a key part of a boat's RCD rating



TAKING A BEARING

TIM BARTLETT: *Risk-averse risk prevention*

The MAIB's recently released report into the capsizing of a 17ft sportsboat in Tor Bay last May makes sobering reading. There has been a worrying spate of speedboat accidents in recent years and this one, which led to the death of 14-year-old Emily Gardner, is particularly tragic.

The 26-year-old Fletcher 155 left Brixham Harbour just before midday on May 2, with three teenage friends on board. The father of one of the girls was driving. A brisk Force 4-5 wind was producing 4-6ft waves in Tor Bay. Shortly after clearing the breakwater, the driver opened the throttle. Almost immediately, the boat hit a wave and flipped.

The driver and two of the girls managed to swim clear of the upturned hull, but Emily was trapped – a strap of her borrowed buoyancy aid caught under one of the cleats on the stern of the boat. As the weight of the engine dragged the stern under water, it took her with it.

Tragically, by the time Tor Bay's Severn-class lifeboat managed to reach the scene and release Emily from the cleat it was too late. She was rushed to hospital, but despite paramedics' best efforts, she never recovered consciousness.

As usual, the MAIB report is strong on facts and some of its conclusions are pretty indisputable. There is little doubt that Emily

drowned because the strap of her too-large buoyancy aid caught on the cleat after the boat capsized.

But the comment that set my antennae twitching was, "Buyers should be cautious and aware of the potential shortcomings of leisure craft constructed before the introduction of the Recreational Craft Directive in 1996, or those that might have been substantially modified."

In this instance the MAIB has a point as the RCD requires all boats to remain horizontal after capsize and a newly fitted propeller may have affected its trim during acceleration. However, all boats built before the RCD came into force are not inherently dangerous, nor are those built after it inherently safe. The most important safety feature on any boat is the one that isn't covered by any legislation: the person at the helm.

In this case the driver had attended a ski-boat training course in 1997 but his one-day course wouldn't have covered handling small boats in big seas. Maybe if rough weather boating were included in all boat-handling courses we might see fewer reports of "speedboat tragedies" in the news.

The snag is that realistic training for risky situations involves an element of risk. And in our risk-averse society, that's probably too ... er, risky.

Galileo is a step closer

Two further satellites have successfully been launched into Europe's satnav system

Galileo, the European satellite navigation system, has taken two steps closer to completing its 30-satellite constellation, with the launch of satellites 9 and 10. Unlike last autumn's launch of satellites 5 and 6, which were dropped into the wrong orbits, the whole process went off without a hitch.

The Soyuz launcher lifted off from the European spaceport in French Guiana, on schedule at 03:08 BST on September

11. Less than four hours later, it released both satellites into their target orbits, 23,500km above the earth's surface.

Two more satellites are scheduled for launch before the end of the year, and another pair has arrived in the Netherlands to begin the exhaustive testing process, to be ready for launch next year. Meanwhile, in Germany and the UK, the next batch of satellites is already in production.

Future launches are expected to use a specially-adapted Ariane 5 heavy-lift rocket to launch four satellites at once, in a technically challenging operation that has never been attempted before. But assuming it works, we can expect to see ten more Galileo satellites in orbit by the end of 2017, on track for a complete constellation – including six in-orbit spares – by 2020.

The Soyuz launcher blasts off from French Guiana



IMO Collision Regulations



IMO
(International
Maritime
Organization)
Collision
Regulations is

an industrial diamond of an app. Down-to-earth and hard-working, it does without fancy graphics, exciting functions and "intuitive user interfaces". It concentrates, instead, on providing accurate and comprehensive information. The full text of the official collision regulations is reproduced in full, along with comprehensive explanatory notes drawn from past court cases, IMO deliberations, and expert advice. Read it in bed or on the loo, and you'll be ready for any potential collision encounter (and for colreg arguments on web forums!).

Compatible with Android
Free from Play store

AND YOU THOUGHT YOUR BOAT WAS SPECIAL

What is it?

In philosophical terms, A2V is an endeavour – in Advanced Aerodynamic Vessels' own words – "to create the next generation of transportation vessels, setting new standards in fuel efficiency, speed and robustness". To this end, its catamaran form uses aerodynamic lift to reduce the vessel's apparent weight and hence its hydrodynamic drag, and in doing so reduces fuel consumption and increases speed.

How does it do this?

It is not as straightforward as simply generating lift from the wing-shaped bridge deck connecting the two hulls. When a moving wing/foil is in very close proximity to the water, it also experiences a phenomenon called 'ground effect'. Put simply, a number of different things (the cushion effect, eliminating wing-tip vortices, an increase in the wing/foil's apparent aspect ratio) combine to increase the lift-drag ratio. This effect is so marked that Advanced

Aerodynamic Vessels claims that the fuel consumption actually drops above a certain critical speed.

How fast does it go?

The A2V is powered by a pair of 200hp Mercury outboards. Advanced Aerodynamic Vessels says that the fuel economies compared with conventional boats become very significant above 25 knots, and it's notable that the A2V uses stepped hulls. So although it's not

clear exactly how fast, the 10.5-metre long A2V is undoubtedly designed for very rapid transit.

What are the vertical markings on the A2V for?

Advanced Aerodynamic Vessels has used CFD (Computational Fluid Dynamics) to predict the A2V's behaviour and RANSE-VOF software to predict hull resistance, along with seakeeping and manoeuvring

simulators. I have little doubt that those markings allow the designers to photograph the wave patterns on the A2V at different speeds so they can be compared with all the theoretical predictions.

Contact www.aavessels.com

The A2V works on the principle that the faster it goes, the lighter it is on the water and the more efficient it is





ACS is intelligent enough to allow your boat to heel naturally in the turns

Keep tabs on the situation

New all in one control from Mente Marine keeps things simple and smooth

Fortunately, the last few cynics seem to have shaken off the belief that well designed boats shouldn't need help from trim tabs, and most of us have now embraced the idea that the latest generation of stabilisers and interceptors and trim tabs can make a huge difference to life on board.

ACS (Attitude Control Systems) are not new; Volvo Penta and Humphree among others have had such systems for years. So what makes Mente Marine's ACS latest offering so special? Well, a symbiotic combination of three things. That single tiny waterproof control head contains the gyro sensors and all the necessary control software, so retrofitting could not be easier. It works with products from the three foremost trim tab and interceptor manufacturers, specifically Bennett, Lenco and Volvo Penta QL (as well as seven others) so it's extremely unlikely that your boat will have trim tabs that aren't compatible. And considering the difference it can make by way of automating your boat's running trim – by actively controlling roll and pitch – its price (see below) seems very reasonable.

Operating Mente Marine's ACS is straightforward. In manual mode its operation – bow-up, bow-down, port list, starboard list – is the same as any other trim system. To engage Auto mode, you simply trim the boat to



Remarkably, this tiny control head also contains the gyro sensors

what you feel is its optimum running trim for the conditions, then press Auto, at which point MM's ACS will do its level best (ho ho) to maintain that trim in both planes.

There are several helpful operational touches. You're still allowed to fine tune your trim, by operating the four buttons in Auto, and a new Auto setting can be recorded by holding the Auto button for 4 seconds. A speed sensor in the ACS knows when you're accelerating, so in Auto mode it will depress your tabs to try and help you climb on to the plane as quickly as possible, which is also good for maintaining visibility over the bow. The

gyro senses heading changes, so the ACS lets the boat heel naturally into a turn, it doesn't try to force the boat upright.

The calibration and verification routine (too tedious to detail here) is simplicity itself. Apparently, Mente Marine's ACS would normally lift the tabs/ interceptors 'when the boat has been off the plane for a while'. However, if like me you typically depress the tabs/interceptors fully at displacement speeds because they (curiously) improve low speed directional stability on some boats, even that is catered for if you attach terminal 7. However, to prevent fouling, ACS always lifts/ retracts the tabs/interceptors when the ignition is turned off. Finally, you can fine-tune the speed at which ACS corrects for list.

The single ram version that only controls roll kicks off at £452. But given that a full roll and pitch ACS can be had for as little as £545, rising to £776 for a version that copes with double rams and has a connection for a secondary flybridge control head, opting for the base option would seem like madness to me. We haven't properly tested Mente Marine's ACS yet, so we can't yet report on how all this wonderful theory translates into practice, but intend to soon.

Contact www.osmotech.co.uk & www.mente-marine.com



Inmarsat's third satellite is launched into orbit

Global internet

Satellite constellation grows

Inmarsat, the grandfather of maritime satcom service providers, has been developing its own constellation with the launch of the third of its fifth-gen satellites. The I5-F3 satellite was launched on August 29, and is now hovering 36,000km above the Pacific.

Together with the previously launched I5-F1 and I5-F2, the new satellite means that by the end of this year, Inmarsat expects to be able to offer a high-speed broadband service with near-worldwide coverage. Called Global Xpress, the new service will offer download speeds of up to 50Mbps and upload speeds of 5Mbps everywhere apart from within 1,200 miles of the North and South Poles.

Sat-free TV

The DTV keeps things simple

If you're not that fussed about watching TV in mid-ocean and can make do with the terrestrial channels in harbour, there are far cheaper alternatives to satellite TV.

Priced at just £150, Digital Yacht's new DTV100 is 200mm tall and 280mm wide, but includes a VHF antenna to feed an FM stereo radio as well as a highly sensitive TV antenna that can pick up any of the terrestrial TV channels – including HD – without the palaver of aiming it at a transmitter.

Included in the package is a high-gain below-deck amplifier to boost weak signals, and 10m of cable.

Contact www.digitalyacht.co.uk



Easily watch terrestrial channels, including Freeview, with the DTV100

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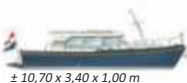
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NEW TECH MBY EXCLUSIVE

On test: 200hp diesel outboard

The world's first powerful production diesel outboard has hit the water and we're ahead of the pack to test it. So is it the breakthrough innovation it promises to be?

There are a number of projects around the world to develop a powerful diesel outboard but Swedish company Cimco AB has beaten them all to it with its Oxe 200hp engine. Introduced at METS last November, it has been the most talked about outboard since, but trying to get a sea trial to test the virtues of diesel power in an outboard has previously proved elusive. Now, for the first time, its potential can be revealed after we tested it on the back of a 9-metre RIB.

Not only is this the world's first production diesel outboard but it boasts another world-first in the form of an innovative and unique belt drive transmission system. The belt drive allows the engine to be mounted horizontally and the drive from the engine goes first to a gearbox by belt drive and then from the gearbox to the bottom end by another belt.

By guiding this second belt along a narrow path, the leg of the Oxe can be kept slim to reduce water resistance.

The belt drive also overcomes a weak point in powerful outboards, which is the limitations of the drive and gears in the outboard leg. Conventional shaftdrive systems can struggle to handle the high torque of a diesel but the belt system seems to cope admirably. By having a gearbox with a multi-plate clutch it is also possible to include a trolling valve system to allow very low speeds of operation.

DEFYING EXPECTATIONS

The first surprise came on start-up. Most diesel engines sound a bit clattery on start up, at least until they've warmed through, but the Oxe sounds smooth and quiet from the off, much like the sound you would expect from a petrol outboard. So far so good, and then I engaged gear.

Again I expected a clunk and a jolt from the drivetrain as the gear slotted home in idle but no, the engagement was smooth and the take-up of power by the propeller equally gentle as the boat moved astern out

of the dock. There was no discernible smoke and none of the blue haze often associated with diesels; the Oxe meets the latest EPA Tier 3 emission standards for diesels.

This seemed to be a good time to try out the trolling valve system. With the engine revving at its normal idle speed of 650rpm, I engaged the trolling valve and watched the helm display show the propeller turning at just 160rpm for a boat speed of just 2.5 knots. You can't ask for a better low speed control than that if you want to go fishing or perform other delicate manoeuvres.

Now for the real test, open the throttles and see how the power comes in. The Oxe diesel engine responded immediately to the throttle commands and I could not sense any of the turbo lag that is often associated with forced induction low capacity diesel engines. The power

MY TAKE: People may be wary of a belt drive outboard engine but I rode a belt drive BMW motorcycle for years. It was cleaner than a chain, needed no oil or adjustment and proved to be 100% reliable. **Hugo**





Oxe's 200hp diesel outboard proved to be just as quick and almost as quiet as a petrol engine but considerably more fuel efficient

simply poured in and in no time we were running at 45 knots and leaving all the sound behind us. It was just the performance I would have expected from a petrol outboard of the same power and just as controllable.

Wind the throttle back to a cruising speed of the mid 30s and some of the sound came back but it still wasn't intrusive. The highest compliment I can give this new diesel outboard is that it doesn't seem any different from a 200hp petrol unit, except that there appears to be more torque at low and mid speed ranges, which could make it particularly suitable for use on a heavier cruising craft.

Those of you who have a Vauxhall Insignia car will be familiar with the engine. This is the same General Motors 2.0-litre diesel and it runs just as smoothly on the water as it does on the road. This is a common rail turbo-

charged diesel with a closed fresh water cooling system and red-lined at 4,100rpm. With the hood removed access to most of the important parts is good and Proteum, the British company handling sales in the UK, claims that it needs less frequent servicing than a petrol engine.

WEIGHING UP THE COSTS

The Oxe looks to be a big lump on the transom, certainly bigger than a comparable petrol version, and its black colour makes it appear larger although a new design of engine hood is being promised which may reduce the visual impact. This diesel engine is heavier than its petrol rivals, weighing in at 295kg dry and 320kg wet. This compares with 270kg (dry) for Honda's 200hp 4-stroke petrol outboard.

The Oxe certainly wins when it comes to fuel consumption with the dashboard screen showing a burn rate of 43lph with the throttle wide open. A typical petrol outboard would be using around 70lph at the same speed.

So the big selling points of this diesel outboard are its reduced fuel consumption and the use of a fuel that is much more readily available at marine outlets than petrol and may be cheaper too, if your boat qualifies for the 60:40 fuel tax rating.

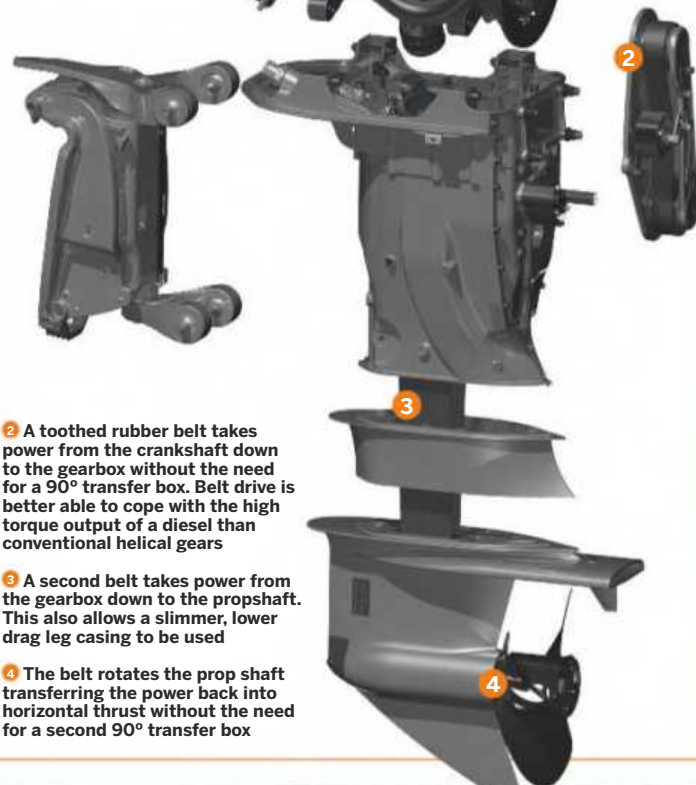
Initially Proteum is targeting commercial operators where the high engine hours and greater potential fuel savings will offset the higher initial cost of the engine. The military is also very interested because its ships no longer carry petrol on board.

In the leisure market the advantage is less clear cut because of the lower engine hours which most owners cover each year. The Oxe diesel outboard is being offered at £30,000 plus VAT, which is around double the price of an equivalent petrol outboard. You would have to burn a lot of fuel to make up that difference. The initial interest in the leisure sector may come from superyacht tenders where fuel compatibility with the mother ship is more of an issue than pricing. **MBT**

Contact www.proteum.co.uk

ENGINE IN DETAIL

1 The 2.0-litre turbocharged engine block is the same one used in Vauxhall's Insignia and is mounted horizontally rather than vertically



2 A toothed rubber belt takes power from the crankshaft down to the gearbox without the need for a 90° transfer box. Belt drive is better able to cope with the high torque output of a diesel than conventional helical gears

3 A second belt takes power from the gearbox down to the propshaft. This also allows a slimmer, lower drag leg casing to be used

4 The belt rotates the prop shaft transferring the power back into horizontal thrust without the need for a second 90° transfer box



The 200hp Oxe diesel costs £36,000 – almost twice the price of a petrol outboard and £9,000 more than a Volvo D3

The horizontally mounted block does look larger than a vertically mounted petrol outboard but a new cowling design may help



TRIED&TESTED

We put the latest kit through its paces

Vax PowerPlus Steam & Pressure Wash 2000W

£249

Pressure washers are a vital weapon in every boat owner's arsenal. From blasting weed and barnacles off hulls to cleaning out those hard to reach corners of cockpits and lockers, a decent jet washer can save hours of back-breaking scrubbing.

Vax may be better known for domestic vacuums than pressure washers but it also makes a small range of pressure washers and one of them has a very tempting extra feature – a steam cleaner for shifting oily deposits from engines and bilges.

I got my Vax PowerPlus 2000W pressure and steam washer earlier this year but it was only when I lifted my boat at the end of this summer that I had a chance to test it in earnest. Compared to the semi-commercial Honda petrol-powered pressure washer

I usually borrow from a family member, it proved to be a bit of a disappointment. It did a good enough job of washing down the cockpit and non-slip decking but it didn't have the grunt to strip off larger barnacles and weed from areas of the boat which hadn't been antifouled. Given the disparity in price and power output perhaps that's hardly surprising – like comparing a petrol-powered tractor mower with a push along electric job – but I was hoping the gap in performance wouldn't be so noticeable.

It was a similar story with the steamer function. I was hoping for a solid continual jet of steam but what I got was an intermittent series of puffs followed by lots of gurgling and then another few puffs. It worked well enough cleaning up the oily parts of a small petrol engine but don't expect it

Lots of features but neither the pressure washer nor steam function were man enough for boating duties



VALUE ★★☆☆☆☆
RATING ★★☆☆☆☆

to steam clean a pair of Volvo D6s – I've seen clothes irons with more powerful steam functions than this.

It does have some nice features such as wheels for transporting it around and on board storage for the various hoses and pressure lances. Vax also sells a range of useful accessories such as rotating brushes for cleaning car

wheels and patios. In fact, as a domestic pressure washer it works very well and has come in handy for all kinds of jobs around the house but down at the boatyard I've gone back to blagging the Honda off my cousin. **Hugo**
Contact www.argos.co.uk

You too could be as snug as a bug in a rug



Musto Arctic Pro jacket £850

Although made by Musto, strictly speaking this is not a boating jacket, it really is designed for the Arctic. That said, if you want the ultimate in warmth afloat, nothing I have ever worn has come close. For starters, I took it to Iceland in January and stood on a windswept sub-zero degrees shore in Reykjavik at 1am watching the Northern Lights. Although I'd taken to wearing nothing more than a T-shirt underneath to test it to the limit, I still remained extremely warm.

Among other trials, the Arctic Pro also endured our sportsboat super test. Although at times I had to remove it because I was too warm, when we made our way back in the evening, the ridicule I'd put up with for wearing such an extreme article of clothing evaporated because I was the only one who wasn't feeling painfully chilly after a full day afloat at 40+ knots in open sportsboats.

VALUE ★★☆☆☆☆
RATING ★★☆☆☆☆

Even at that speed, the deep collar and the big hood (trimmed with real Coyote fur!) worked well in conjunction with a baseball cap. That's crucial because without a cap lending a helping hand, virtually no hoods can be drawn in loosely enough to see out of safely, yet tightly enough to prevent them blowing off in a stiff breeze.

The ability to slip a thumb through the inner cuff, to achieve a draught-free overlap with a glove, worked just as well for me as an Arctic explorer. Moreover, even in Iceland, the warmth of the lengthy inner cuff kept my hands warm for long enough to remove my gloves and use my fingers – a crucial point for boaters operating fiddly controls.

If a three star rating for value seems generous for a jacket costing £850, it is only because I cannot think of any other way of staying so warm, short of plumbing in a diesel-powered hot air heater into a 'normal' jacket. **Dave Marsh**
Contact www.musto.com

Autoglym glass polish £6.99 for 325ml

It's difficult to know where to start with cleaning products, there are thousands to choose from. And while there are dedicated marine products, there are also domestic products that work equally as well, and often cost far less. My local Halfords recommended Autoglym glass polish as the most effective glass cleaner available. It's actually a minutely abrasive cream like T-Cut, so I was nervous about using it on glass because of the possibility of fine scratching. But the results I

achieved were miraculous, no other liquid cleaner I've used has come close. There was no scratching and so clean was the glass that, with no reflection on overcast days, it was all but impossible to see the glass. One bottle goes a long way, on both glass and mirrors. **Dave Marsh**
Contact www.autoglym.com



VALUE ★★☆☆☆☆
RATING ★★☆☆☆☆

Case It iPhone/iPad case

£9.99 (iPhone)/£19.99 (iPad)

Apple's hardware is all well and good – until it slips out of your hand and the screen smashes into a zillion pieces on the floor, so a good case is a must.

What separates these Case It covers from the rest is the simplicity of their design and their excellent value for money. The case I have for my iPhone 5, for example, is only £9.99 yet it looks and feels more than tough enough to take the day-to-day abuse that the average iPhone is exposed to.

Okay it's not waterproof and there's no screen cover but the corners – the most vulnerable part of the phone that when banged usually lead to a screen crack – are very well protected and it's easy enough to install a separate screen protector.

The rotating iPad case (there is one for the iPad 2, 3, Mini and Air) is slightly more clever in that, as the name suggests, the hard screen cover swivels and flips on a joint so you can also use the Case It to prop the tablet up and read. This isn't waterproof either but that does at least mean it's not too fiddly to charge the device and plug headphones in.

One downside is that the hard front flap doesn't auto close the device like Apple's own magnetic cover, which caught me out a couple of times with

the screen staying on and draining battery within the safety of the case.

That aside, the case is more than man enough to take a few knocks and, like the one for the phone, it's excellent value. **Jack Haines**

Contact www.yourcaseit.com

Chatham Yachting II deckshoe

£69

British footwear specialists Chatham has updated its classic deckshoe design for 2015 with a sharp navy/red colour combination. Twinned with black and white laces that run around the sides, this replaces Chatham's more traditional tan/navy Yachting design. The result is a very handsome shoe with plenty of fine detailing. The white stitching is excellent throughout and the shoes feel very sturdy, supportive and comfortable to wear, thanks to the leather insole and padded collar.

At £69, the Yachting II are among the more affordable shoes in the Chatham collection, but there are no clear signs of cost cutting here. Side mesh panels improve breathability, while the high-quality Nubuck leather upper

should comfortably last the test of time.

The rubber sole is non-slip and non-marking, with enough grip to be almost squeaky in some conditions. **Chris Jefferies**

Contact www.chatham.co.uk

Worth bearing in mind that the Yachting IIs are sized on the narrow side

Marine suitcases

HENRI LLOYD CREW-PAC ROLLER 100L

Made of robust, waterproof material, this sturdy bag is probably the most stylish of the five. It has a dry compartment plus numerous internal zipped pockets, while grab handles are good for manoeuvring it around and it folds flat against the rigid bottom – ideal for stowing away when on board.

Cost £100 **See** www.henrilloyd.com

GILL ROLLING JUMBO BAG 115L

This one is pretty sizable so be careful to comply with weight regulations if you're flying out to your boat. It's easy to move it around thanks to an extendable handle, wheels, cushioned grab handles and carry straps. A wet and dry compartment inside is a welcome addition and the U-shaped opening allows easy access to your kit. **Cost** £129 **See** www.gillmarine.com/gb

MUSTO ESSENTIAL CLAM CASE 100L

Main storage is in both the base and lid, and there are additional zipped pockets inside and out. External compression straps allow you to minimise bulk, however, the bag weighs 4.9kg so is fairly hefty.

Cost £119 **See** www.musto.com

AQUAPAC WATERPROOF UPANO DUFFEL 90L

If you're short on space, this is the bag for you. There are no wheels but you can fill it to the brim and then use the valve to release all the trapped air. In seconds your bag is more compact and easier to stow. It struggled to tip 1kg on the scales and comes with backpack straps so you can carry it hands-free.

Cost £120 **See** www.aquapac.net

OVERBOARD CLASSIC DUFFEL BAG 60L

The smallest and cheapest bag we tested, this one from Overboard is still a great contender. A secure roll-top promises full protection from water, dirt and sand while providing a wide mouth opening to easily reach your gear. There's an internal wet/dry pocket and an outer weatherproof zip pocket, and the durable material makes it particularly suitable for a life at sea.

Cost £53.99 **See** www.over-board.co.uk

OUR BOATS

Top tips from real boat owners in the MBY fleet

MBY'S FLEET

FAIRLINE SQUADRON 78
MATCH II
JOHN WOLF, Antibes, France

AQUASTAR EXPLORER 67
ROMA
BOB THOMAS, Port Solent, UK

PRESTIGE 500S
BREAKING BAD
NIGEL PICKIN, Port Hamble, UK

KARNIC BLUE WATER 2250
BOHEMIAN GIRL
HUGO ANDREAE, Poole, UK

BÉNÉTEAU SWIFT TRAWLER 34
BLUE'S AWAY
JACK HAINES, Marina de Portimão, Portugal

JEANNEAU NC14
DIANA
JOHN BRUNYATE, Port Solent Marina, UK

PRINCESS 67
JENNY WREN
MIKE ROTHERY, Sant Carles Marina, Spain

CORVETTE 320
FALCONET
DAVID MORRISON, Chichester Harbour, UK

SELENE 47
HIGH FLYER
TESSA TENNANT, Lymington, UK

WINDY 37
SEVO
HARRY METCALFE, Port Saint Jean, France

BAVARIA VIRTESS 42 COUPE
SOLENT BEAUTY
PAUL THOMAS, Southampton Town Quay Marina, UK

GREENLINE 33
SOLAR WAVE
DAVID ALLEN, Rossiters Quay, UK

NEXT MONTH

NORDHAVN 46

ENVOY
LAURIE CRANFIELD, the Med



Savouring the sights of Sicily

DUCHY 27
ALCHEMY
PHYLLIS ROCK, Yarmouth, UK



The joys of owning a Duchy

FAIRLINE SQUADRON 78

Back on top

Retrofitting a hardtop to his Fairline Squadron 78 has transformed the boat and made it feel like new

Hardtops transform medium and larger flybridge boats and it's easy to see why they've become so popular. They make the flybridge feel more of a 'room', with interior-style lighting for evenings and side curtains when needed, yet they offer instant sunshine with their electric opening canvas roof panels. They are invariably included in new designs nowadays for boats above 50-60 feet and many builders are adding them to their existing models.

When my Fairline Squadron 78 was in build during 2013, Fairline had designed a hardtop and were preparing the production and tooling, but were not yet ready to make it. I didn't want to wait so I had the standard hydraulically folding bimini fitted, knowing that a hardtop could probably be fitted afterwards. A little over a year later, Fairline had delivered the first few Squadron 78s with hardtops and agreed to retrofit one to my boat in the spring of 2015. In this case 'retrofitting' doesn't involve any compromises: the hardtops fitted on new build Squadron 78s are made – by vacuum infusion – at Seaway's factory in Slovenia then delivered to Fairline's commissioning facility in Ipswich, to be fitted by Fairline's Ipswich team during final completion of the boats. They never go anywhere near the Oundle factory where the boats are built. In my case the very same Ipswich team prepared the hardtop in Ipswich then drove it down to the South of France and fitted it there. It is therefore identical to the new build installations.

Well, not quite identical, because I took the opportunity to make a few changes. I like the basic design very



Match II with its old hydraulically-operated bimini on the flybridge

much but I wanted to add a few unique features of my own. I requested silver coloured vinyl wrapping by Grapefruit Graphics (www.grapefruitgraphics.co.uk), a silver coloured sunroof from Flexicovers (www.flexicovers.co.uk), black Awlcraft paint on the radar tower and satellite domes, silver decals on the radar (www.funkymonkeyboatnames.co.uk), and Fairline shields on the two 'shark fins'.

I didn't want the aft sunbed that Fairline normally installs on its hardtop Squadron 78s, because it occupies space that I use to store my Laser sailing dinghy, so I had a storage chest moulded in GRP by UK Hydrosides (www.ukhydrosides.com), which has made several one-off GRP components for me over the years using Fairline gel-coat so that they look 'factory original'. I specified Bose speakers installed in the roof panels, and I asked for the whip aerials to be relocated up

to the hardtop, putting them more than two metres higher than the standard position. I also took the opportunity to install separate AIS and VHF aerials, painted black. Finally, I specified a different lighting arrangement from standard, using high quality Cantalupi fixtures (from www.improducts.co.uk) with three dimmer circuits, a line of tiny LEDs across the rear of the hardtop, and red-backlit switches custom engraved by Axon Components (www.axoncomponents.com).

SUCCESSFUL TEAM WORK

Fairline's Ipswich team, led by Mr 'Cando' Martyn Hicks, like the challenge of custom modifications and were delighted to make these changes. If anything, they were encouraging me to think of more ideas and throwing in some of their own!

The Fairline core team (Dean, Stefan and 'GRP-John') flew down to my boat



The hardtop at the factory in Ipswich being vinyl-wrapped by Grapefruit Graphics



The hardtop arrives in the South of France, ready to install



The new hardtop is craned on to Match II





The revised Match II in the Med with retrofitted hardtop

SEE THE VIDEO



mbv.com/mtch2

and started the preparation, including making invisible repairs to all the holes left from the bimini removal. Meanwhile, their colleagues made the two-day road journey from Ipswich to the Côte d'Azur, towing a large trailer with a specially made steel transport frame that held the hardtop at an angle so it was just below the height limit for continental road bridges. They must have got their sums right because it arrived in perfect condition.

The job of installing the 'legs' on which the hardtop sits was completed with the boat in its usual berth, because it made getting on and off the boat easier (no ladders necessary) and avoided the cost of hardstanding in a boatyard for longer than necessary.

After a few days the boat was lifted out at the excellent Chantier Bleumer (www.chantierbleumer.com) yard in the Côte d'Azur, which has a tall mobile boom crane as well as the usual travel hoist. Early one morning the hardtop was craned up and lifted carefully into position by the Fairline team, with some assistance from the Boats.co.uk team.

The job went smoothly. Despite strangely dark skies, there was no wind or rain and the mount pads of the hardtop landed perfectly on the legs. Temporary fastenings were made so that the crane could be taken away, and then the hardtop was jacked up at each joint and aligned before being lowered on to polyurethane adhesive and fastened with several bolts and screws.

A WHOLE NEW BOAT

Several days' worth of ancillary work then followed: installation of the radar tower, satellite domes, the sliding roof mechanism and the lights. Plenty of electrical wiring was connected up following the arrival of Simon, one of Fairline's longest-standing yacht builders and highly knowledgeable on Squadron 78 electrical systems, including my particular boat's customised set-up.

The 'shark fins' were installed towards the end of the project; they aren't structural and they serve merely as covers for the stainless steel legs hidden inside them.

About eight days after starting this project, the boat was relaunched.

She looked stunning with her new 'lid' in place and the silver wrap with black domes set it off beautifully. The whole feel of the flybridge has changed fundamentally; everyone who comes on board comments that it now feels a far more luxurious space. Despite a net weight addition of perhaps 600kg, there is no discernible difference in the handling of the boat and the hardtop itself is quite stiff, and free of any annoying wobbles and rattles.

During the day it is so easy to grab some extra sun by sliding the roof back silently at the press of a button, or get some shade by closing it. Although the old bimini was hydraulically operated, in practice folding or unfolding it was quite a big job and we rarely did it. At night, the lighting quality transforms the flybridge space and makes dinners up there much more luxurious. And another press of the roof slide button on a starry night reveals the night sky in the style of Monte Carlo's Salle des Etoiles!

I'd encourage other Squadron 78 owners to consider this excellent upgrade, wherever in the world their boats are located, likewise for other boats where a suitable hardtop is available. The cost was in the region of £100,000 but it feels like the next best thing to having a new boat and so is well worth it in my view. **John Wolf**

Match II's new hardtop has some unique features, including silver vinyl wrapping and Fairline shields on the 'shark fins'





Sea trials have fortunately validated the Brunyates decision to buy a coupé over a flybridge

JEANNEAU NC14

Sea trials

Taking delivery of a new boat is an exciting time, with plenty to get to grips with

I have owned three flybridge motor boats and have driven them from the lower helm position just twice. The first was on my Fairline Turbo 38 when the cold of an early season day drove me down below. The second was in our Prestige 350 due to rough weather. I didn't relish either experience and couldn't wait to get back on top!

Now, here I was on a damp and grey day in March 2015 looking at our new Jeanneau NC14 *Diana* on her home berth in Port Solent, which was very much a coupé with no flybridge! Needless to say I was a little apprehensive as the day for sea and engine trials had at last arrived.

Accompanied by both Gareth Rose from Cambrian Boats and Tim Sparks, from Golden Arrow, we set off for the sea trials with full water and fuel tanks. My immediate impression was how 'planted' *Diana* felt in the marina. There was no feeling of claustrophobia as the large glass Webasto sunroof and side windows in the saloon flooded the interior with light even on a cloudy day.

My initial use of the Volvo IPS joystick showed how intuitive it was, bearing in mind that I had no previous experience. The forecast was Force 4/5 NE and there was a breeze of about 10 knots between the pontoons. Using throttles and bow thruster only, she handled very much like a shaftdrive boat and was

responsive but also docile. The Volvo D4s were smooth and quiet and at 18 knots on the plane, *Diana* remained flat with very little bow rise.

On the way back to the marina, I practised with the joystick and Tim showed me how the twist and push/pull in any direction made the boat respond almost intuitively. I felt confident that, allied to my previous experience, this was going to be a big leap forward in handling tight marina situations.

So, more than 50 engine hours and hundreds of miles later, how are we getting on with *Diana*? In the original MBY test, the position of the trim tab controls on the dashboard was criticised and these have now been relocated to

the left of the joystick where they are easily accessible and don't interfere with the throttles or the joystick. The trim tabs themselves have also been upgraded. Other modifications include fitting silicone pads under the forward floorboards so the squeaking has disappeared under way.

As for the handling, which caused so much soul-searching prior to our decision to buy the NC14, quite simply she is a great cruising boat and imparts a real sense of security and comfort in the Force 6 and 7 conditions we have unintentionally experienced to date. She planes easily at 14 knots upwards and we normally cruise at 2,900rpm, which gives 18/19 knots in flat water.

PLAYING WITH THE BIG BOYS

However, there was one occasion when we had a heart-in-mouth situation and *Diana's* competence was tested. It was a glorious day and we were on our way back from Lymington, between Cowes and Portsmouth, as we approached a massive container ship south of Ryde Middle going the other way to

Southampton. So intent were we on counting containers to see if she was the world's biggest ship that I completely forgot about her wake.

I suddenly saw this curling black monster as high as the boat coming straight at our bow! We were doing 9 knots and I only had time to steer slightly off centre. The bow went ballistic as the forward end of the boat left the water and we braced ourselves for the slam. *Diana* fell into the trough with only a whoosh and then climbed the second wave with just a few dollops of water coming aboard. To date she still hasn't slammed.

A final point on the efficiency of the hull. On one occasion we left our berth in Port Solent and three hours later arrived at Berthon's marina in Lymington. Engines-on to engines-off *Diana* used 20 litres of diesel. I know there is a lot of slow work at both ends and we made full use of the tide, but it still works out at 1.47gph (6.67lph) or 5.23mpg! Admittedly this has never been repeated and typically we would use 30-35 litres, but it's still very efficient at mainly displacement speeds.

So far, so good and we have absolutely no regrets with our choice. Do I miss the flybridge? Judge for yourself! **John Brunyate**

Quite simply she is a great cruising boat and imparts a real sense of security in the Force 6 and 7 conditions we have unintentionally experienced



Jeanneau has made several modifications since the MBY test, including moving the trim tab controls



Living on board is a joy thanks to the single-level main deck



The forward cabin is roomy with a walk-in wardrobe and dressing table

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2005-2011, FROM £218,000

Nimbus 42/43 Nova

Super-versatile Scandinavian sportscruiser packed with practical features

Back in 2007 when we first reviewed the Nimbus 42 Nova, we were so won over by it that we dared to ask: "Is this the perfect boat?"

My colleague Dave Marsh certainly thought so, venturing as far as to say that this is the boat he'd buy if he had £380,000 to spend.

Eight years later, and with prices of used examples now knocking on the door of £200,000, it's the ideal time to revisit the 42 Nova and its closely related sibling the 43 Nova. This face-lifted model launched in

2010 gained a few key improvements, including a raised deck moulding for more headroom in the forecabin, additional portholes in the amidships cabins, a longer bathing platform and a lighter colour scheme for the upholstery and woodwork.

In total, the Swedish yard built 90 of these 42s and 43s over the course of six years. One of the key reasons for its popularity was that it offered three cabins and two heads compartments in a compact 43ft package. This, coupled with its fast, refined cruising, makes the largest Nova a viable alternative to sociable sportscruisers and rough-weather passagemakers alike.

SWEDISH SEAKEEPING

One of the most renowned Scandinavian yards, Nimbus has been producing truly seaworthy vessels since 1968, with notable previous owners including Björn Borg and King Carl Gustav of Sweden.

As well as being the flagship of the Nova range it came with the option of either shafts, sterndrives or IPS pods. The hull is recognised for its secure seakeeping with at least one owner drawing favourable comparisons with that other great Scandinavian icon, the Botnia Targa.

Having owned one of each, Alan Dickson is well placed to assess the merits of both

INSIDE THE NIMBUS 43



The forward section of the dinette can be converted into a navigator's bench



The compact galley is cleverly laid with a wooden cover to extend the preparation space



The ergonomic helm position benefits from great all-round visibility and side-door access



The raised deck moulding on the 43 creates more headroom in the forecabin



Wide side decks provide easy access to the bow



One of two showers – a boon on a boat of this size



Starboard guest cabin is the larger of the two

The Nimbus' fast, refined cruising makes it a viable alternative to many sociable sports cruisers



SUNROOF

On older models, the sunroof can start to judder when opening, so make sure to grease the runners

SIDE DOORS

Another area that can become stiff if not properly lubricated, we found evidence of corrosion on the aluminium locks too

HOB COVER

On the model we viewed, the metal strut had come loose and needed tightening with an Allen key to stop it slamming down on to the stove

HEADS HEADROOM

There is less than 6ft of headroom in both heads compartments, which can leave taller crew members hunched over when showering

I BOUGHT ONE!

I bought **Espada**, our **Nimbus 43 Nova**, earlier this year having previously owned a Nordstar Patrol, Botnia Targa 35 and Moody 45DS sailing boat. I've done 40 engine hours in just over two months. We're based on the Clyde and next year hope to take her cruising up the West Coast of Scotland.

I loved the Targa's seakeeping but my wife wanted something with a more luxurious interior. We rarely used the flybridge in Scotland so decided to look at sportscruisers with a single deck living area and a lower centre of gravity.

I'd looked at Nimbus before and loved the build quality and style. So, after spotting a lightly used 43 in Germany, I flew out for a sea trial and the deal was done. *Espada* is a 2012 model, one of the last built with sterndrives and a modified helm position, which has a single swivel chair. It's great having three cabins, especially with two teenage boys who prefer one each. The quality of build and joinery is top-notch, even in hidden areas – she has a very well thought through design and everything just works well.

We've tested her up to a Scottish Force 5 – the hull is good, predictable and easy to set up with both sterndrives and trim tabs. She's a deceptively quick boat and the 370hp D6s will have you at 30 knots before you know it! She achieves just under 80lph at a fast cruising speed of 26 knots, increasing to 95lph at 30 knots and will reach 36 knots flat out. **Alan Dickson**



There is no doubt that the Nova is an impressive passagemaker, capable of coping with almost any sea condition

brands, and he comes down on the side of his current sterndrive 43 Nova:

"We have been absolutely delighted with the seakeeping – the hull is very good and the sterndrives give you more control over the angle of attack."

Putting Scandinavian rivalries to one side, there is no doubt that the Nova is an impressive passagemaker, capable of coping with almost any sea condition. The only flaw in its otherwise sterling cockpit is the potential for large stern waves to flood the area due to its single-level design.

That Nimbus fitted only Volvo Penta engines to its flagship design is as predictable as it is reassuring. The two firms share more than just a common nationality – Nimbus was founded specifically to provide a new kind of boat for Volvo's latest engines, and their partnership has been close ever since.

Although IPS drives were an option only one hull was ever fitted with them. The majority of customers opted for the twin 370hp shaftdrive D6 engines, perhaps because the 350hp sterndrive D6 alternatives incurred a £22,000 cost penalty when new.

This doesn't appear to have carried over into the used market, however, so these sterndrive models can represent excellent value. The main trade-off to consider is the sterndrive's slightly superior speed and efficiency versus the shaftdrive's lower anticipated maintenance costs. The sterndrive variant also has a valuable extra storage space underneath the cockpit, although access to the sea-water strainer on the portside is quite tricky.

Engine access is through a pair of cockpit hatches on hydraulic struts with a removeable central beam.

DATA FILE

Model Nimbus 42/43 Nova
Type Wheelhouse cruiser
In build 2005 to 2011
Designer Nimbus
Hull type Semi-displacement
RCD category B for 12 people
Current value From £218,000
Length overall 43ft 0in (13.12m)
Beam 12ft 9in (3.90m)
Draught 3ft 5in (1.05m)
Displacement 8.8 tonnes (light)
Fuel capacity 220 imp gal (1,000 litres)
Water capacity 88 imp gal (400 litres)
Performance 36 knots with twin 370hp Volvo Penta D6 sterndrives
Cruising range 332 miles at 23 knots with 20% reserve

THE COSTS

Servicing (inc labour & VAT)

Pair of Volvo D6 370hp shaftdrive engines £1,115.45

Replacement parts (inc VAT)
Raw water pump £786.00

Injectors £667.20 each

Oil cooler £1,612.80

Starter motor £694.80

Alternator £781.20

SURVEYOR SAYS

The 'Det Norske Veritas' mark (Norway's commercial maritime classification) sets the tone for the Nova 43 and I have encountered few serious problems with this brand over my 20-year career.

The conventional Nimbus construction methods have been modernised on this particular model so that a pre-moulded, one-piece engine bearer/bilge matrix is dropped into the open hull and bonded with structural resin along the outer flanges. No tabbing is used so the jointing should be carefully inspected for detachment from the main hull, particularly in the engineroom and on either side of the bulkheads.

Overall, the quality of the mouldings, fittings, interior and engineering is first class and this is reflected in the price tag.

Tony McGrail, Yacht Surveyor

Web www.superyachtsurveys.com



To protect this boat with **Coppercoat** multi-season antifoul would cost £1,050 (ex VAT)

ON THE LEVEL

All-round deck access is superb on the Nova, with the layout geared around ease of movement. The single-level design means that you can walk from the top of the companionway stairs to the transom with only a small lip separating the cockpit from the saloon. A pair of side access doors is another major plus point when it comes to short-handed berthing manoeuvres, as well as the extra ventilation it allows under way and at anchor. However, being made from aluminium they are prone to corroding and snagging on the runners.

Once on the side decks there is plenty of room to move around safely, with deep bulwarks and plenty of grabrails adding to the sense of security. An open pulpit means you can even disembark from the bow.

The other key feature is the bathing platform, which was extended on the 43 Nova to make boarding easier from a side-on berth. Nimbus also offered this model with a hydraulically-lowering platform, although the high cost of it meant that less than half a dozen owners actually specified it.

Other extras to look out for include a stern thruster, cockpit canopy, reversing camera and tender davits or in some cases even a tender crane.

FINISHING TOUCHES

The Novas came with a white hull as standard, but many owners chose the navy blue gel-coat option. A few models

All versions use Volvo D6 power but some are on shafts, some on sterndrives and some on IPS



were also finished with either a beige or dark red hull. None of them appear to command a significant premium on the used market, although conservative buyers might balk at the red option.

A central cockpit gate locks into place and with the help of a fill-in cushion the dinette can be extended all the way along the transom to create a sociable U-shaped seating area for up to eight people. Two small cocktail tables or a single larger table can then

be swapped in or out depending on whether you are dining al fresco or simply enjoying a sunbather.

Through the triple sliding patio doors lies the saloon area, with a C-shaped settee on the portside facing the compact but practical galley. This is where the benefits of the 43 over the 42 start to stack up, with the lighter upholstery and woodwork combining with the large side windows to create an airy atmosphere.



MY TAKE: This is one of those easily overlooked gems that is just as relevant today as it was at its launch in 2007. In fact, it's hard to think of another sub-45ft family boat that is as comfortable, safe and versatile as this beautifully built all-rounder. **Hugo**



Flip-up seats either side of the central walkway extend the seating all the way round the cockpit

SEE THE VIDEO



mby.com/n43



In 2010 Nimbus updated the 42 Nova giving it a longer bathing platform, larger portholes and a raised foredeck as well as a new name – the 43 Nova

Underfloor storage makes up for the lack of eye-level cabinets, and the unobstructed sight lines combined with the slender aluminium mullions ensure excellent all-round visibility.

Triple windscreen wipers mean even in poor weather the navigator can see out just as easily as the skipper. Twin flip-up bolster seats and a fold-down foot-rest make it comfortable to sit or stand at the wheel, while the opening sunroof means you can pop your head out for an even better view.

Capping off this cleverly designed saloon is Nimbus's iconic cantilevered navigator's bench, which doubles as part of the inside dinette when flipped over to face the stern. A large dashboard with logical switch gear and enough space to lay out a paper chart tops off this exemplary helm design.

SPACE FOR ALL THE FAMILY

Below decks is where the 42 and 43 Nova really set themselves apart from the competition, with three double cabins and two heads compartments branching off from the companionway.

The owner's cabin is situated in the bows with an ensuite leading off from here on the portside. Many 42 Nova

owners found that they couldn't sit upright in bed, so Nimbus rectified this on the 43 Nova, with a raised deck moulding that frees up more headroom in the bows. Amidships you'll find two double cabins – the slightly larger one, on the starboard side behind the day heads, can be split into two singles or joined up into a double by use of an infill cushion. Meanwhile, the smaller cabin features a ground-level double that is effectively a crawl-in berth.

Another key advantage that the 43 boasts over the 42 is the additional portholes in the guest cabins, which make a big difference to the overall feel of these slightly pinched sleeping quarters.



Optional stern thruster makes berthing a doddle

Storage space, and particularly hanging space, is at a premium down here, but it is a perfectly workable arrangement for an overnight trip or a weekend away. The big compromise comes in the form of headroom, particularly in the shower compartments, both of which are barely 6ft from the teak slats to the padded ceiling. Taller guests will find themselves having to hunch over to wash their hair.

VALUE JUDGEMENT

The ongoing popularity of this model means there aren't many to pick from on the used market, and those that do come to market tend not to stick around for long – two of the Novas we found for sale had already been sold by the time we rang.

Despite this demand, prices have fallen to the point where you can now pick up a well-maintained 42 Nova for less than £220,000, particularly if you're prepared to shop abroad and take advantage of the weaker euro exchange rate.

The launch of a brand new Nimbus 405 Coupé at the Southampton Boat Show, sporting a very similar layout and

RIVALS

Botnia Targa 44

The obvious Scandinavian alternative, the twin 370hp D6-powered Botnia flybridge tops out at 35 knots. A 2007 model can be had for under £300,000.



Elling E3

A similarly rugged Dutch wheelhouse with more living space but a modest top speed of 17 knots. Expect to pay around £220,000 for a 2005 version.



Nord West 420

A flybridge rival from Sweden that is available in IPS, sterndrive and shaftdrive guises. Prices start at just under £300,000 for a 2006 model.



specification with prices starting at £367,000, is only likely to affect the residual value of very recent examples and may actually raise interest in older, more affordable examples.

The model we inspected was in immaculate condition, with all the latches and doors still fitting perfectly and only one blown spotlight in the starboard guest cabin. This bears testament to the fine workmanship and attention to detail that Nimbus is rightly proud of. With its all-round versatility, punchy performance and abundance of accommodation space, the Nimbus 42/43 Nova is a very appealing package indeed.

VALUE ★★★★★

BUILD QUALITY ★★★★★

ACCOMMODATION ★★★★★

PERFORMANCE ★★★★★

OUR VERDICT 85%

Next month Stevens 1180S

WHAT'S ON THE MARKET



Date 2010 Price Under offer
Located Swanwick

One of the first 43 Novas, this twin 370hp shaftdrive version has 190 engine hours and is featured here.

Contact www.ancasta.com



Date 2007 Price €371,000
Located Denmark

A twin 370hp shaftdrive 42 Nova fitted with teak decking, a bow thruster and 450 engine hours on the clock.

Contact www.tempobaadsalg.dk



Date 2008 Price €310,000
Located Denmark

A 370hp shaftdrive 42 Nova with an extended roof and bathing platform and a modest 200 engine hours.

Contact www.tempobaadsalg.dk

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FIND ME A USED... All-weather cruiser

Words: Nick Burnham

KEY CRITERIA

- Serious seakeeping
- Sheltered helm position
- Easy to use

DATA FILE

Length 25ft 5in (7.7m)

Beam 8ft 10in (2.7m)

Draught 2ft 5in (0.7m)

Displacement 2.7 tonnes

Fuel capacity 66 imp gal
(300 litres)

Engines Twin Yanmar 4JH-3TE
75hp diesel

FOR SALE Seaward Marine.

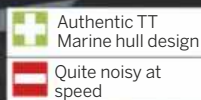
Web: www.seawardboat.com

MOTORBOAT RATING



2003, £62,000

Seaward 25



Now based in Cowes, Seaward Marine originally began building boats in Guernsey in 1980. Heavy weather semi-displacement boats, early Seawards were the big Nelson-style motor boats so beloved by pilots (indeed many are sold commercially).

But in 1989 Barry Kimber (then owner of Seaward Marine) pondered that there were no small boats of this type and in a stroke of genius

developed the Seaward 23. Twenty three feet as the name suggests, it was every inch the 'baby Nelson', a genuine rugged offshore pilot style boat, just smaller.

INTERIOR

The 25 that followed is essentially the same boat, just longer. Forward accommodation is the same, a converting dinette, small galley and heads, plus the optional Eberspächer heating. What the extra length has achieved is space for a

bulkhead to enclose the open backed wheelhouse of the 23, making the 25 a truly all-weather proposition.

EXTERIOR

An interesting corollary of that wheelhouse bulkhead is that, while the cockpit is very similar – bench seat aft, pair of engine boxes forward, plus the optional full cockpit canvas canopy and teak bathing platform with swim ladder – the floor is raised just enough to allow it to become self draining, earning the 25 an RCD 'B' offshore rating.

ENGINES

Yanmar are stock in trade for Seaward, typically twin 4-cylinder units from 57hp to 110hp. Straight shaftdrive keeps the mechanics simple and grants the boat amazing close quarters handling.

PERFORMANCE

The largest motors will spirit the plucky 25 past 20 knots, but the joy of this boat is not what it does, it's how it does it. The proper TT Marine hull is a real deal pilot boat hull. Scaled down in size it might be, but it remains phenomenally capable.

The compact galley has extra storage dotted around the saloon



This 25 comes with lots of optional Raymarine extras



The cockpit floor is just high enough to be self-draining

Proper and individual helm and nav seats in the wheelhouse





2002, £153,000

DATA FILE

Length 38ft 9in (11.8m)

Beam 12ft 9in (3.9m)

Draught 3ft 6in (1.1m)

Displacement 8.5 tonnes

Fuel capacity 400 imp gal (1,818 litres)

Engines Twin Perkins Sabre 265Ti 265hp diesel

FOR SALE James Dickens Marine.

Web: www.jamesdickensmarine.com

Spacious inside, capable outside
A little soggy at the outside helm when things get rough

MOTORBOAT RATING



Aquastar 38 Ocean Ranger

The challenging sea conditions of the Channel Islands make this area a breeding ground for seriously competent sea boats. Guernsey is home to Aquastar, and in 1981 it launched the Ocean Ranger 36 to fit between its two existing models of the time, a 33ft leisure boat and a 38ft pilot boat. Initially an aft cockpit craft, the aft cabin version followed two years later and became a huge hit, so much so that it is still in

production over 30 years later with only minor tweaks (mainly to the bathing platform, now integral).

INTERIOR

The big deal with the 38 Ocean Ranger, compared to its contemporaries at the time, is the wide beam. At 12ft 7in (3.8m) it usefully extends the interior to create space for a separate cabin at each end, plus the saloon and a separate galley (with smart Corian surfaces and a relatively new combi microwave) and sociable dinette area on the lower level.

EXTERIOR

Rather than a flybridge, the aft cabin Ocean Ranger 38 has the exterior helm positioned on the aft deck where it keeps the height down, ideal for inland cruises. Low wide side decks make it an easy boat to work in tight confines.

ENGINES

Twin engines from Volvo Penta, Yanmar and Perkins Sabre ranging from 150hp to 300hp were offered. There were even a couple of boats fitted with twin 350hp Caterpillars, although the extra weight of

these engines apparently offset any performance increase.

PERFORMANCE

Expect mid-20 knots from the Perkins Sabre 265hp engines fitted to the example you see here. But also expect serious heavy weather ability. The lower helm is your friend when things get rough; one owner describes his boat as 'an excellent submarine – but you hardly notice the sea washing over you as you sit inside bone dry'. Radar and AIS are useful accessories to look for.

Lots of storage in the aft double cabin



Forward cabin has two full-size adult twin berths



Comfy squishy sofa on the portside of the saloon



The well-stocked helm, complete with domestic breaker board on bulkhead





2000, £160,000

Dale Nelson 38

The real deal at a substantial discount in return for the aft cockpit layout

You'll need to apply the same discount when you come to sell

DATA FILE

Length 43ft 4in (13.2m)
Beam 12ft 4in (3.8m)
Draught 4ft 1in (1.2m)
Displacement 11.3 tonnes
Fuel capacity 300 imp gal (1,362 litres)
Engines Twin Yanmar 6LY STE 420hp diesels
FOR SALE Berthon.
 Web: www.berthon.co.uk



The Dale Nelson 42 is the classic quintessential Nelson style semi-displacement aft cabin motor boat. Usually. But here we've found you something different, this is the far rarer aft cockpit version. Why? Well, Berthon (broker of this fine craft) also has an aft cabin version for sale – same engines, almost the same year, but this less loved aft cockpit variety is a cool £65,000 cheaper – that's nearly a 30% reduction! Same hull beneath you,

same engines driving you, same unimpeachable rock solid build quality.

INTERIOR

Okay, so that aft cabin is a nice thing to have but you're hardly slumming it here. There's a comfortable dinette on the lower level opposite the galley and a convertible vee-berthed forward cabin. For a cruising couple it's all you need.

EXTERIOR

And this layout isn't without its benefits. You sit in the sheltered aft cockpit, not

on the drafty aft deck as you must with the aft cabin version. However, of course, you do lose the aft deck outside helm in the process.

This 38 features my favourite example of Dale Nelson build quality – cleat posts milled from billets of solid stainless steel even though tubed stainless steel would be adequate.

ENGINES

Engine sizes vary from twin 300hp up to twin 440hp, usually from Volvo Penta and Yanmar.

PERFORMANCE

The ever intrepid 'Dangerous' Dave Marsh tested a Dale Nelson 38 for *MBY* in a gale-force 9, reporting that not only was the hull well up to dealing with conditions, the build quality was equally capable of holding together in the face of such treatment.

In calmer conditions he clocked 26 knots with a pair of 370hp engines (cape no doubt billowing behind him in the wind), so the Yanmar 420hp motors fitted to the boat you see here should push it past 30.

The wheelhouse saloon has facing bench sofas



A full suite of nav gear, from Raytheon and Raymarine, at the helm



The irrefutable Dale style and craftsmanship is clear to see on the 38



MY CHOICE The Dale Nelson is the quintessential 'Martini' boat: any time, any place, anywhere. As close as a leisure boat gets to being unstoppable, and losing the aft cabin makes it good value too. The Aquastar is also highly regarded and has terrific accommodation. Seaward offers a Lilliputian pilot boat vibe that is almost irresistible. But my all-season all-reason choice is the Botnia Targa. Fast, capable, easy to manage and just big enough to stay on, it's the perfect aquatic getaway when the sun breaks through the bleak mid winter and you just want to get on and go. **Nick Burnham**



Quirky free-thinking design works exceptionally well

Not the sleekest boat in the marina...

2005, £79,950

Botnia Targa 27.1



DATA FILE

Length 28ft 1in (8.6m)

Beam 10ft 0in (3.0m)

Draught 3ft 0in (0.9m)

Displacement 3.4 tonnes

Fuel capacity 95 imp gal (430 litres)

Engine Volvo Penta D6-310 310hp diesel

FOR SALE Wessex Marine.

Web: www.wessexmarine.co.uk

MOTORBOAT RATING



Misunderstood" was how David Adams of Wessex Marine described reception to the Botnia Targa 27 on its UK debut at the Southampton Boat Show in 1991. "People loved the wide walkaround decks but quickly concluded that with no accommodation and a top speed of 8 knots it was of no interest. In fact nothing could have been further from the truth!" It took a few boat tests for people to get the hang of what this boat

was really about. The reality is one of the most versatile high performance all weather boats on the market.

INTERIOR

A proper wheelhouse with sliding side access doors and reverse sheer windscreens is what greets you upon stepping inside. But what's unusual is the sleeping accommodation; it's behind you. A couple of steps grant access to the aft cabin, beds either side running forward beneath the wheelhouse. The toilet is the most obvious difference on

this, the later 27.1 model (launched 2003). It's accessed from the cabin; on the 27 it was an outside loo!

EXTERIOR

As free thinking as the interior, you'll find the cockpit at the front of the Targa 27.1. There's also a mini flybridge built into the trailing edge of the wheelhouse roof.

ENGINE

Mostly single, all Volvo Penta, engines range from the 200hp AQAD 41 in early boats up to the latest

D6-370. A few boats got twin Volvo Penta D3 series engines.

PERFORMANCE

A glance at the flared bow combined with the knowledge that this boat hails from Scandinavia – home of serious small boating – tells you it's going to be good when the going gets rough. But where this boat varies from our other contenders is the full planing rather than semi-displacement hull. As a result, even the smallest engine option will give a healthy 25 knots.

The aft cabin has sleeping for up to four on beds running forward beneath the wheelhouse



Entire lower dash and wheel tilt for standing or sitting at the helm



Seating for five in the cosy wheelhouse





For Sale San Lorenzo 72, 2011

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PA0289



PRINCESS V48 DS 2015

£599,000
PA0291



PRINCESS 48 OPEN 2014

£599,000
PA0284



PRINCESS V45 2008

£259,000
PA0263



PRINCESS V58 2005

£249,000
PD0209



PRINCESS V58 2003

£239,000
PD0232



PRINCESS 42 2005

£229,000
PD0275

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PRINCESS 72MY 2013

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PB1186



PRINCESS 64 2011

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PB1174



SS MANHATTAN 60 2007

£450,000
PB1183



FAIRLINE TARGA 58 2011

£699,000
PB1191



PRINCESS 45 2000

£195,000
PB1151



White hull

PRINCESS V62 2011

£799,000
PB1125



PRINCESS V52 2010

£499,000
PB939



PRINCESS V53 2009

£399,000
PB1106



PRINCESS V42 2013

£299,000 EX VAT
PB1136



PRINCESS 52 2014

£750,000 EX VAT
PB1203



PRINCESS 64 2012

£1,075,000
PB1198

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PRINCESS V65 2008

£525,000
PB1197



PRINCESS V72 2012

€1,600,000 EX VAT
PB1204



PRINCESS 58 2009

£620,000
PB788



PRINCESS V56 2010

£475,000
PB1179



PRINCESS 52 2013

£775,000
PB1175



PRINCESS V40 1998

£89,950
PB1189



PRINCESS 42 2012

£355,000
PB1154



PRINCESS 42 2008

£259,000
PB1205

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 1 x Volvo D4-260 **£54,950 VAT PAID**



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 2 x Volvo KAD32 **£64,950 VAT PAID**



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 2 x Volvo D9-575 **£329,950 VAT PAID**



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 2 x Volvo D6-370 **£337,000 INC VAT**



2001 FAIRLINE PHANTOM 43 Call Swanwick
 2 x Volvo TAMD74 **£154,950 VAT PAID**



2012 PRESTIGE 350 FLY Call Poole
 2 x Volvo D3-220 **£175,000 VAT PAID**



2013 BAVARIA SPORT 32 Contact Swanwick
 2 x Volvo D3-220 **£129,950 VAT PAID**



1990 SEALINE 365 Call Swanwick
 2 x Volvo KAD44 **£54,950 TAX PAID**



2006 FAIRLINE TARGA 40 Contact Swanwick
 2 x Volvo D6-350 **£149,950 VAT PAID**



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 Lymington



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WINDY 37' GRAND MISTRAL OPEN

£154,950
 Lymington



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Aquastar 38 2002
 2 x 265 Perkins Immaculateashore Hythe very nice example
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2005 Broom 39 2+2
 2 x Yanmar big Specification, must be seen
 Ashore Hythe Now, **£179,000**



1999-2000 Broom 345 2 x 250 Yanmars
 Great spec, Tough cruising boat, See videowalk
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Nimbus 365 2009
 1 x Volvo D6 370 Hp with 350 Hours Clever Design
 see website Ashore Hythe **£169,000**



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PRINCESS V53

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Poole



Pristine one-owner 2009 Princess V53 on the largest 775HP Volvo Penta diesel option (246 hrs). Hardtop version, 2 Eberspacher heaters, Serotina cherry joinery / midnight sky galley, Williams 325 (17 hrs). Only UK example in the market!.



An exceptional full option 42MY on CAT 375s from 1997 in diligent ownership. Gleaming brightwork, beautiful interior joinery and that superb aft cabin. Worth the trip, must be viewed in the flesh, since these are very rare beasts.



Astonishing blue yacht that is perfect for both lunch and dinner. From 2008 with Hamilton jet drives (c.198hrs) and Hamilton blue arrow computerised control system, beautifully finished, air-con, avonite surfaces, dishwasher and very much as she came out of the box.



Absolutely pristine 2010 one-owner example with 343 hours of this super-versatile US-built Nordic Tugs single screw cruiser. Generator, heater, defroster, autopilot, etc.- huge range and 17 knots on tap. Great build, handsome looks.

ATLANTIC 42'

£185,000
Chichester

DALE NELSON 38' AFT CABIN

£160,000
Lymington

GALEON 390 FLY

£145,000
Lymington

FAIRLINE PHANTOM 38'

£125,000
Lymington



Exquisite Holland Yachtbouw 42 with blue hull, teak cockpit, washer/dryer, bow/stern thrusters, generator, heating, twin 63Ps @ 370HP with 346 hours. Very clean and well presented – just polished, painted, anodised and ready to launch.



These superbly conceived and built semi-displacement cruisers need little introduction - this 2000-vintage 38 is the rarer aft cockpit version, running on twin Yanmar 420HP, and we can vouch for their top-notch sea-keeping!



Immaculate one-owner 2007 Galeon 390 Flybridge with 2x Volvo Penta D4-260 engines (200 hours!) Professionally maintained from new, beautiful mahogany timber work throughout. Bow and stern thrusters and Volvo Penta EVC throttle control. Must be viewed!



Quality build, excellent handling, performance and luxury accommodation. The Fairline Phantom 38 needs no introduction, she runs on twin TAM63P Volvo Penta engines and is well equipped with 2 cabins, bow thruster, Raytheon radar, autopilot, chart plotters and heating.

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ORCHID

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TARGA 38 *OPEN* | 2013

£289,000 VAT Paid



- Twin Volvo Penta D4 - 300DP EVC diesel engines
- Webasto heating
- Opening hardtop
- Low engine hours

SOUTHAMPTON: +44 (0)1489 576888

Hull colour - Two tone steel blue

TARGA 47 | 2007

£220,000 Ex Tax



- 2 x Volvo D9575
- Bow and stern thrusters
- Holding Tank
- Eberspacher heating

CHANNEL ISLANDS: +44 (0)1534 737537

Hull colour - Blue

TARGA 48 *OPEN* | 2015

£549,950 VAT Paid



- Twin Volvo Penta IPS600 D6-435 diesel engines
- Powered hydraulic submersible bathing platform
- Air conditioning tropical
- Hydraulic winch & roller system

SOUTHAMPTON: +44 (0)1489 576888

Hull colour - White

TARGA 50 *GT* | 2012

£499,995 VAT Paid



- Twin Volvo Penta D9 575
- Garmin GMR 404 radar with open array scanner
- Large pneumatic opening hard top to saloon
- Upgraded brown leather to sofa and chaise long

WALES: +44 (0)1758 703013

Hull colour - White

PHANTOM 40 | 2003

£159,950 VAT Paid



- Twin Caterpillar 3126 420hp diesel engines
- Eberspacher D6 Cabin Heating
- Besenconi Hydraulic Passerelle with Remote Sensor
- Zodiac 275R dinghy with Yamaha 8hp O/B

EASTBOURNE: +44 (0)1323 470066

Hull colour - White

PHANTOM 43 | 2001

£164,950 VAT Inc.



- Twin Volvo Penta TAMD74P 480hp diesels with EDC controls (388 hours)
- Raymarine RL80C chart plotter/radar, autopilot, bow thruster and air conditioning
- Eberspacher heating with 7 day timer
- New saloon upholstery and carpets throughout June 2012

EAST COAST: +44 (0)1522 567404

Hull colour - White

SALES OFFICES

Fairline Channel Islands

Sales Office, St Helier Marina, New North Quay, St Helier, Jersey, JE2 3ND

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www.fairline.com/channelislands

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Tel: +44 (0)1323 470066 Fax: +44 (0)1323 470011

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Fairline East Coast

Burton Waters Marina Ltd - Head Office, Burton Lane End, Burton Waters, Lincoln, LN1 2WN

Tel: +44 (0)1522 567404 E-mail: eastcoast@fairline.com

Ipswich Haven Marina, New Cut East, Ipswich, IP3 0EA

Tel: +44 (0)1473 225710 E-mail: eastcoast@fairline.com

www.fairline.com/eastcoast

PHANTOM 43 | 2003

£159,000 Ex Tax



- Stern thruster
- Rope cutters
- Holding tank
- Radar plotter

CHANNEL ISLANDS: +44 (0)1534 737537

Hull colour - Blue

PHANTOM 50 | 2001

£184,500 Ex Tax



- Air conditioning
- Radar plotter
- Washer dryer
- Bow and stern thruster

WALES: +44 (0)1758 703013

Hull colour - White

SQUADRON 55 | 2001

£199,950 VAT Inc.



- Twin Volvo Penta TAMD122P 600hp diesels
- Bose surround system
- Bowthruster
- Hydraulic dinghy crane/passerelle

EAST COAST: +44 (0)1473 225710

Hull colour - White

SQUADRON 55 | 2009

£499,000 VAT Paid



- Twin Volvo D12 800hp diesel engines
- Bow & stern thruster
- Generator - Cummings Onan
- Heating - Webasto

SOUTHAMPTON: +44 (0)1489 576888

Hull colour - White

SQUADRON 55 | 1999

£268,000 VAT Paid



- Twin Volvo Penta TAMD 122P EDC 610hp diesel shaft engines
- 11 KVA HFL Generator
- Hydraulic Passerelle
- Raymarine autopilot, dual stations

EASTBOURNE: +44 (0)1323 470066

Hull colour - White

SQUADRON 59 Mk II | 1998

£224,950 VAT Inc.



- 1998 Twin MAN D2848 diesels
- Recent Garmin plotters, radar, autopilot
- Reverse cycle A/C, bowthruster, passerelle/dinghy crane, electric docking winches
- Recent cockpit, upholstery and canopy, crew cabin, Flybridge wet bar and BBQ

EAST COAST: +44 (0)1473 225710

Hull colour - White

Fairline London

Bridge Wharf, Chertsey, Surrey, KT16 8LG

Tel: +44 (0)1932 571141 Fax: +44 (0)1932 571161

E-mail: london@fairline.com www.fairline.com/london

Fairline Southampton

Hamble River Boatyard, Bridge Road, Swanwick, Southampton, SO31 7EB

Tel: +44 (0)1489 576888 Fax: +44 (0)1489 583919

E-mail: sales@fairlinesouthampton.com www.fairline.com/southampton

Fairline Wales

Power Boat Center, Hafan Pwllheli, Pwllheli, Gwynedd, LL53 5YT

Tel: +44 (0)1758 703013 E-mail: wales@fairline.com

Marina house, Deganwy, Conwy, LL31 9DJ

Tel: +44 (0)1758 703013 E-mail: wales@fairline.com

www.fairline.com/wales

View full range at www.norfolkboatsales.co.uk Tel: 01603 781178.



Broom 370

£269,950

2012 – Volvo Penta D6 – 370hp – Bow & Stern Thruster – Hydraulic Arch – Invertor – Satellite TV – Avonite Worktops.



Elan Power 30

£159,950

2015 Twin Volvo Penta D3 220hp Bowthrustrer Extended Bathing Platform Cockpit Fridge & Sink Sliding Roof Canopy Raymarine Equipment.



Sealine S43

£129,950

2002 – Twin Yanmar 6LY-STE – 420hp – Bowthrustrer – Sternthrustrer – Generator – Touch Screen Plotter – cooney Davits – 3 months Warranty



Sealine SC35

£129,950

2009 Twin Volvo Penta D4 260hp Raymarine Equipment Bowthrustrer Glomex TV Aerial Cockpit Fridge 6 Berth.



Sealine S38

£99,950

2003 Twin Volvo Penta KAD44 260hp Bowthrustrer Raymarine Equipment Snap Davits Cockpit BBQ & Fridge Electric Toilet Warm Air Heating.



Haines 34 Sedan

£84,950

2000 Nanni Engine 115hp Bowthrustrer Solar Panel Eberspacher Heating Twin Cabin with 4 Berths Great Boat..



1994 Gruno 36 Sport

£64,950

Ford 6 litre diesel, Heating, Folding screens/arch, Shore-power, One owner from new, Lovely boat.



Broom 31 AC

£69,950

1994 – Volvo Engine – TMD31D 100hp – Bowthrustrer – Eberspacher Hot Air Heating – Plotter – Bi data – Electric Windlass.



Aquador 28C

£69,950

2008 – Volvo Penta D4 – 300hp – Bowthrustrer – Invertor – Warm Air Heating – Teak Decks – Hydraulic Steering.



Rodman 800 Flybridge

£39,950

2001 – Twin Volvo TAMD31PA – 150hp – Autopilot – VHF – Chartplotter – Radar – 4 berth.



Sealine T50 (2008)
£ 299,950 VAT paid

- » 2 x Volvo Penta D9 575 EVC
- » Sloopier Bow and Sternthruster
- » Eberspacher D8L Central Heating
- » Raymarine Navigation Package

ES3021



Sealine S38 (2004)
£ 119,950 VAT paid

- » 2 x Volvo KAMD300
- » 350 hours
- » Eberspacher Heating
- » Raymarine GPS/Plotter

ES2066



Princess 440 (1994) £ 119,950 VAT paid

- » 2 x Caterpillar 3208
- » Bow Thruster
- » 6kva Generator
- » Webasto Central Heating

ES3003



Fairline Targa 62GT (2012)
£ 829,950 VAT paid

- » 2 x Volvo Penta D13-900 EVC-D
- » Hydraulic Hi-Lo Submersible Platform
- » Garmin Autopilot System
- » Stern & Bow Thrusters

ES3052



Windy 33 Scirocco H/T (2006)
£ 119,950 VAT paid

- » 2 x Volvo Penta D4
- » Bow Thruster
- » Raymarine GPS
- » Eberspacher Airtronic Heating

ES2100



Sealine SC47 (2009) £ 224,950 VAT paid

- » 2 x Cummins QSB 5.9L
- » Full Sliding SC Roof
- » Raymarine E120 GPS
- » 6KVA Generator

ES2140



Fairline Phantom 50 (2008) £ 325,000 VAT paid

- » 2 x Volvo Penta D12
- » Onan Generator
- » Air Conditioning
- » Raymarine Package

ES3043



Viper 303 (2010)
£99,950 VAT paid

- » 2 x Volvo D6-370
- » 284 hours
- » Bow Thruster
- » Webasto Heating

ES2047



Doral Boca Grande (2007)
£ 129,950 VAT paid

- » Volvo Penta D6
- » Bow Thruster
- » Eberspacher Heating
- » Raymarine GPS/Radar

EB1602



Fairline Targa 52 GT (2008)
£349,950 VAT paid

- » 2 x Volvo Penta D12 800 EVC
- » 300 hours
- » Air Conditioning
- » Generator

ES2148



Hunter Legend 39 (2010)
£ 124,950 VAT paid

- » Yanmar 40hp
- » Bow Thruster – Vetus 6 hp
- » Webasto Heating
- » Raymarine Nav Pack

ES2154



Sunseeker Superhawk 34 (2001) £ 69,950 VAT paid

- » 2 x Volvo Penta 44
- » 500 hours
- » Teak Cockpit
- » Bow Thruster

ES2101

Experience. Reach.

Prestige 550

£ 625,000 Tax Paid

2013. Luxurious accommodation for up to seven in a palatial master stateroom with its own separate stairwell and walk-in wardrobe.

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Prestige 450 | £ 502,363 Tax Paid Call: +44 (0)1243 885 380
2015 NEW. 2016 model. Excellent flybridge motor boat powered by Volvo IPS 600 435hp diesel engines, making manoeuvring a dream.



Princess V56 | £ 445,000 Tax Paid Call: +44 (0)1489 854 455
2011 – Luxurious accommodation with the three cabin layout with dinghy garage.



Prestige 500 | £ 435,000 Tax Paid Call: +44 (0)2380 450 000
2012. Impressive layout with the separate access to the master stateroom, two guest cabins forward.



Sunseeker Predator 52 | £ 425,000 Tax Paid Call: +44 (0)2380 450 000
2009. A truly stunning example of this wonderful motor yacht, this one owner Predator 52 comes equipped with a very comprehensive inventory.

Events:

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PARIS BOAT SHOW
5-13 DEC 2015

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Boat
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Paris Boat Show. 5th – 13th December 2015.

For more info and to book your appointment to view please visit www.ancasta.com/ParisBoatShow

London Boat Show. 8th – 17th January 2016.

For more info and to book your appointment to view please visit www.ancasta.com/LondonBoatShow

Boot Düsseldorf Boat Show. 23rd – 31st January 2016.

For more info and to book your appointment to view please visit www.ancasta.com/BootBoatShow




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Prestige 46 | £ 179,000 Tax Not Paid Call: +44 (0)1273 673 232
2005. Has a pair of TAMD75P EDC diesels giving unparalleled performance, a cruising speed of 21 knots and a top speed of approximately 30 knots.



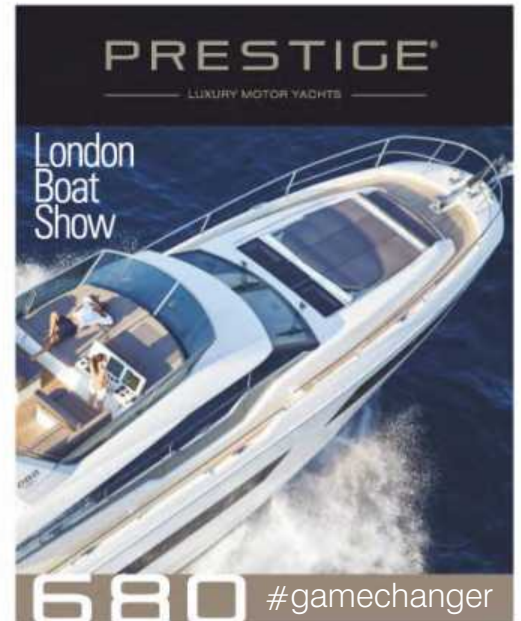
Sealine SC35 | £ 169,500 Tax Paid Call: +44 (0)1489 854 455
2012. Owned by one extremely fastidious owner from new on a "no expense" spared basis with a full service history, she is in excellent condition.



Grand Banks 42 | £ 165,000 Tax Paid Call: +44 (0)1590 673 212
1989. Hugely updated by her current owner and looks superb. She wants for nothing.



Botnia Targa 35 | £ 159,950 Tax Paid Call: +44 (0)1803 752 498
2005. Powered by twin Volvo D6-350 engines. Enlarged HiFly flybridge and extended transom option along with a comprehensive inventory.



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with Single Volvo Penta D6 330hp Diesel.
in stock Great Specification.



NEW SEALINE F380
with Twin Volvo Penta D6 330hp Diesels.
Huge Specification.



BRAND NEW SEALINE C330
Twin Volvo Penta D3 220hp Diesels. Huge
Specification.



2000 FAIRLINE TARGA 43
Twin TAMD 480hp Diesels. 5 berths, generator,
bowthruster, air con, full nav kit **£134,950**



2009 JETTEN 37AC
Single Yanmar 75hp Diesel. 4 berths, heating,
bow / stern thrusters, inverter low hrs from
new. **£149,950**



FAIRLINE PHANTOM 38
Due Soon.



2015 FOUR WINNS H180 BOWRIDER
Single Volvo Penta 4.3 V6 petrol.
Special offer price **£31,500**



2004/05 GALEON 380.
Twin Volvo Penta Kad 43 260hp. Diesels.
6 berths, full nav kit, holding tank, folding
radar arch. **£114,950**



2004/05 CRUISERS 340
Twin Yanmar 250hp Diesels. 6 berths,
generator, aircon, heating, huge specification.
£95,000



2004 SEALINE S42
Twin Volvo Penta Kad 300. 6 berths, blue hull,
bow thruster, heating. Great Condition.
Please call for viewing. **£124,950**



2011 SEALINE SC35
Twin Volvo Penta D4 260hp. 5 berths, heating,
bowthruster, radar, gps, plotter. **£169,950.**
'2013 SC35 due in soon'.



2005/06 SEALINE S34
Twin Volvo Penta 170hp Diesels. 6 berths,
radar, gps, chartplotter, heating, bowthruster.
£92,500.

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GRAND BANKS 64 ALEUTIAN £945,000



2004 One owner from new and well equipped for
distance cruising. All the usual GB refinements
with extended water tanks & 1000hp Caterpillar
engine package.

STEPHENS BROS 65' £295,000



1966 A classic motor launch. MCA coded for
charter for up to 20 guests. Much history and
elegance.

FAIRLINE TARGA 44GT £249,950



2009 Immaculate with IPS 600s, electric roof,
leather interior, generator, BBQ etc. The best
boat available.....by far.

ATLANTIC SEARANGER 43AD £229,000



2009 One owner and professionally maintained
with Volvo D6 & generator. Slept on for handful
of nights, very attractively priced – call us for a
full description of this package.

NELSON 42 MKII £165,000



1998 Something quite special. Full teak interior
and light use. Twin Cummins 300's. Currently
out of the water in Falmouth awaiting your
instruction – call us for the high resolution
pictures.

SEALINE F43 £149,950



2003 Beautiful example (boatshow exhibit from
2003) many extras and upgrades. Located
afloat in Falmouth. Please call us for a full
description.

CYGNUS CYFISH CY33 PILOT £99,500



1998 A Cygnus Cyfish 33 built as a motor yacht
providing unrivalled strength and excellent
seakeeping. One owner from new – a nautical
Landrover.

NIMBUS 370 COUPE £84,950



1998 Scandinavian semi displacement boating
package with Yanmar 4LHSTE. Teak interior,
heating, bow thruster, life raft etc – Please call
for the high res pictures.

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BOAT OF THE MONTH

BRAND NEW JEANNEAU LEADER 36. Twin Volvo Penta D4 260hp engines with joystick control, electric hard top, Raymarine electronics pack, Premiere upgraded trim level, comfort pack, aft canopy, cockpit spotlight, cockpit fridge, heating, removable carpets, teak cockpit floor and front sundeck cushions. Part exchange welcome. Available from stock now.
£222,751 INC VAT
 Lying: Lincoln



BRAND NEW FAIRLINE SQUADRON 42. Volvo Penta D6 435hp EVC engines, heating to all cabins & heads, screen demisters, flybridge pack with icemaker, water filter, refrigerator & BBQ, teak flybridge table with sunbed conversion, Garmin Autopilot and touch screen plotter repeated, leather, teak flooring and berth conversion to saloon, mood lighting, bowthruster, holding tank with macerator, gloss walnut finish, dining canopy and much more.
£567,624 INC VAT
 Lying: Ipswich



BRAND NEW FAIRLINE TARGA 38 OPEN. Volvo Penta D4 300hp diesel engines, high/low hydraulic bathing platform, bowthruster, Garmin GPS map 8102 with 12" touch screen display, Garmin autopilot, 19" TV, heating, teak cockpit and bathing platform, blue mood lighting, holding tank, BBQ, leather to saloon with walnut gloss finish, teak folding cockpit table with sunbed conversion. Part exchange welcome.
£374,208 INC VAT
 Lying: Lincoln



2009 PRINCESS V45. Twin Volvo Penta D6-370 EVC engines (serviced July 2015), garage, telescopic passerelle, cockpit wetbar and BBQ, bowthruster, Garmin 5008 GPS, autopilot, air conditioning, generator, cream leather, electric flush heads and so much more. Supplied serviced, polished and antifouled with three month UK engine warranty.
£279,950 INC VAT
 Lying: Ipswich



2003 PRINCESS 45 FLYBRIDGE. 2004 Model with twin Volvo Penta TAMD74 EDC 480hp engines, generator, reverse cycle air conditioning, passerelle, bowthruster, autopilot, plotter/radar, new canopy and flybridge cover, new external Movida upholstery (2014). Engines serviced, polished and antifouled June 2015. Supplied with three month UK engine warranty. Part exchange welcome.
£219,950 INC VAT
 Lying: Ipswich



2001 FAIRLINE PHANTOM 43. Twin Volvo Penta TAMD74P 480hp diesel engines with EDC controls, Raymarine RL80C chart plotter, radar, autopilot, tridata, VHF, bowthruster, passerelle, air conditioning, Eberspacher heating with 7 day timer, Onan generator, saloon fridge, teak cockpit, bathing platform & flybridge stairs, wetbar with fridge and electric griddle, new saloon upholstery and carpets June 2012. Part exchange considered.
£164,950 INC VAT
 Lying: Lincoln



2000 PRINCESS 40. Good example of this spacious family flybridge cruiser with twin TAMD63P 370hp diesels, generator, air conditioning, electric heads, leather upholstery to saloon and much more. Supplied serviced, polished and antifouled with three month UK engine warranty. Part exchange welcome.
£139,950
 Arriving soon



2011 JEANNEAU NC 11. Twin Volvo Penta D3 200hp diesels, bowthruster, Raymarine C90W plotter, autopilot, air conditioning, electric sliding roof, electric toilets, berth conversion to saloon, holding tank, bow cushions, teak cockpit and bathing platform. Supplied serviced, polished and antifouled with three month engine warranty. Part exchange option available.
£149,950
 Lying: Lincoln



1999 BROOM 41. Twin Caterpillar 355hp engines (serviced end 2014), Raymarine C80 chart plotter, radar, forward sonar, generator, heating, autopilot, bowthruster, folding radar arch, stainless steel davits, reupholstered with new canopy 2009, excellent condition with two owners from new. Viewing by appointment.
£149,950 INC VAT
 Lying: Ipswich



2010 SEALINE SC35. Twin Volvo D4-260 diesels with 130 hours, 12" touch screen plotter, radar, autopilot, VHF, brown roof, cabin roof handrails, BBQ, LED package, teak cockpit, heating with cockpit outlet, demisters, bowthruster, electric toilet, holding tank, TV and much more. Full valet including roof valet and anodes May 2015. One owner from new.
£144,950 INC VAT
 Lying: Ipswich



2001 SEALINE F37. Twin Volvo Penta KAMD300 285hp diesel engines (serviced late 2014). Excellent example of this popular Flybridge cruiser with bowthruster, heating, electric head, radar, chart plotter, VHF, battery charger, holding tank, teak cockpit, Flybridge, Flybridge stairs and bathing platform, bimini and hinged radar arch with support frame.
£129,950 INC VAT
 Lying: Ipswich



2007 NIMBUS 320 COUPE. 2008 Model with single Volvo Penta D4 diesel engine with EVC controls on shaft, bowthruster, Raymarine RC435 chart plotter, Raymarine VHF, Raymarine autopilot, windlass, remote search light, teak bathing platform, sea toilet to holding tank, transom shower and much more. Excellent example. Part exchange may be considered.
£99,950 INC VAT
 Lying: Lincoln



2000 PRINCESS 52. CAT 660hp diesels with electronic controls, radar, GPS, plotter, autopilot, leather, reverse cycle A/C, passerelle, remote bow & stern thrusters, satellite TV, washer dryer, generator, new canopy and flybridge covers 2014 and new external upholstery. Serviced, polished and antifouled with 3 month UK engine warranty. P/X welcome.
£229,950 INC VAT
 Lying: Ipswich



1997 PRINCESS 360. Twin Volvo Penta 370hp diesels, generator, heating, teak and holly galley floor, leather, Raymarine plotter, Garmin plotter (2012), radar, hinged arch gear, autopilot, AIS, VHF, bowthruster with remote, rope cutters, stainless saloon doors, davits, lower helm CCTV to Flybridge, recent cockpit canopy, new batteries 2014 and much more. Must be seen.
£89,950 INC VAT
 Lying: Ipswich



1999 MAXUM 3000 SCR. Twin Mercruiser 4.2 200hp diesel engines, bowthruster, VHF, GPS/Plotter, radar, fish finder, remote searchlight, cockpit wet bar, microwave, dual fuel stove, CD player with multi-changer, sea toilet and shower. Serviced, polished and antifouled with three month UK engine warranty. Part exchange welcome.
£44,950 INC VAT
 Lying: Lincoln

Fairline Targa 47 Gran Turismo £265,000 VAT Paid



Poole
2008 Fitted with twin Volvo Penta D9 (2 x 575hp)

Sealegs 7.7 Cabin SLI £115,000 VAT Paid



Poole
2013 Fitted with single Evinrude Etec 200hp HO

Hardy Commodore 36 £164,950 VAT Paid



Poole
2005 fitted with twin Perkins Sabre M265TI Diesel inboards (2x265hp),

Sunseeker Portofino 40 £349,000 VAT Paid



Poole
2013 Fitted with twin Volvo Penta D6 (2 x 330hp)

Beneteau Grand Turismo 38 £169,995 VAT Paid



Poole
2012 twin Volvo Penta D4 300HP

Sealegs 6.1 £39,995 VAT Paid



Poole
2007 Great condition with Evinrude T-TEC 90hp

Cranchi Endurance 39 £64,995 VAT Paid



Hampshire
2002 Fitted with twin Volvo Penta KAD 44 (2 x 260hp)

Bootwerk Sea Angler 23 MK2 £24,995 VAT Paid



Poole
2003 beautifully fitted out 'clinker style' GRP river/ sea boat, Yanmar 4JH3

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In Stock
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NEW Aquanaut 1300CS
Perkins 148hp diesel on shaft,
bow- and sternthruster. 2014
Comprehensive specification £375,000



NEW Sheerline 955
Nanni 60hp diesel, bowthruster,
battery charger, inverter, 2014
Walnut interior £192,937



NEW Sheerline 1090 Hard Top
Volvo D3 (300hp) diesel,
elec sunroof, bowthruster, 2015
Teak cockpit, nav. equipment From £230,000



Linssen 402SX
Twin Volvo (200hp) diesel,
bowthruster, inverter, generator, 1987
huge spec, unusual twin engine £99,950



Princess 412
Twin Iveco turbo diesel, 250hp each
bow- and sternthrusters, inverter
total refurbishment 1980
£52,500



Marex 280 Holiday
Volvo 75hp diesel on shaft
bowthruster, inverter, 2005
choice of two from £44,950



Haines 320 AC
Nanni 65hp diesel on
shaft, bowthruster, 2006 & 2004
heating, choice of two from £375,000



Fairline Corniche 31
Twin Volvo diesels 41A
compact flybridge boat,
choice of two from 1986 & 1988
£42,950

**Choice of
10 Dutch Steel
Cruisers from
£42,000**



Elan 30
Twin Volvo D3 diesels, 2014
bowthruster, inverter, good nav
equipment, huge saving on new. £179,950

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Pearl 60 *Harvest Moon* 2011



This 2011 *Pearl 60* is the first contemporary styled *Pearl 60* to come on to the market, she is fitted with 2x Volvo Penta D13 engines giving a 32 knots maximum speed, is finished in beautiful American walnut joinery and comes with a full Mediterranean specification including:

- Reverse cycle air conditioning
- Hydraulic bathing platform
- 13 kw generator
- Hydraulic passerelle
- Bow & stern thrusters
- Garmin 4 screen Nav system
- Satellite TV · MCA coded

Reduced to: 695,000€ ex VAT | Lying South of France

Fairline 58 *Squadron* 2009 (New Shape)



Fitted with 2x Volvo D12 800 engines with only 450 hours use this one owner from new 58 is one of the nicest to come on to the market. Viewing highly recommended:

- Air Conditioning,
- Upgrade Generator 17.5 KVA,
- Passerelle Upgrade to 350kg,
- Aft Cabin Fit Out,
- Teak Laid Flybridge & Side Decks
- Volvo 3rd Station with Bow Thruster Control
- Yachtcontroller

Reduced to: £475,000 VAT paid | Lying Ipswich

Fairline 58 *Targa* 2010



The best value *Targa 58* on the market, fitted with MAN 1200 engines (less than 400 hours) giving awesome 35+ knot performance. Gold hull, fitted with bow and stern thrusters and every other electrical device known to man!

- Air Conditioning,
- Passerelle
- Aft Cabin Fit Out,
- Teak Side Decks
- Garmin Nav system
- Washing machine
- Besenconi hydraulic Swimming ladder

Reduced to: £499,000 VAT paid | Lying Mallorca

Contact Thames & Kennet



Viking 275 - New Boat - Mariner 40EFI

A fantastic family river cruiser with full bathing platform and transom boarding. Interior with 3 cabins and 6 berths. Inventory includes Bow thruster, Holding Tank, Heating, Shore Power and Battery Charger Afloat to view at Caversham.
£61,588 inc VAT

Contact Thames & Kennet



Viking 215 - New Boat - Mariner 20hp

The 215 offers 6' headroom throughout, a 4 berth design, galley and shower/toilet room with cockpit seating for 5 and bathing platform boarding. Inventory with Hot & Cold water, oven, hob, grill & fridge. A great package that is also trailerable. Afloat to view at Windsor.
£34,083 inc VAT

Contact Thames & Kennet



Broom 30HT Coupe - New Boat - Nanni 65

The All new 30HT with full sunroof to the hard top, Graphite coloured hard top and hull, Teak cockpit, Bow thruster, Hull windows. The cabin gives 4 berths a large toilet and galley with Corian worktops. Part Exchange possibilities - View at London Boat Show call for tickets.
£155,000 Inc VAT

Contact Thames & Kennet



Broom 395 Aft cabin - New Boat - Twin Volvo D4 360

Split galley design with Classic interior package, Heating, Inverter, Bow thruster, Powered folding mast, 2 TVs, Autopilot, VHF, GPS Plotter, Cockpit BBQ Stainless windows. The 395 offers tremendous space with twin master cabins both with ensuite facilities. Large galley and saloon, Contact for viewing. **£452,503 Inc VAT**

Contact Racecourse



Sessa C30 - 2007 - Twin Volvo D3 - 190 Diesels
Lemar Bow Thruster, Raymarine C80 Chart plotter, Holding Tank, New Canopy, Just Serviced, An immaculate 4 berth sports cruiser at home inland or on the coast, Large Cockpit with seating for 6 in ease, Cabin with separate mid cabin and toilet room.
£69,950

Contact Upton



Stevens 1240DL - 1999 - Perkins Sabre 135L
Diesel Engine and Bow/Stern Thrusters. Fully resprayed exterior. New upholstery. This boat is now presented in "as new" throughout and early bird is advised. Few Steelcraft are available in this condition and with the comprehensive refit that this boat has had she offers many years use ahead at an exceptional price. **£135,950**

Contact Thames & Kennet



Capriole 900 - 2000 - Nanni 43 diesel
A comprehensively specified and well presented boat. 4 Berths in two cabins. Large double cockpit seating 8 with ease. New canopies. Heating, waste tank, immaculate interior and cockpit. Available to view afloat 7 days a week like all our boats.
£54,500

Contact Walton



Viking 24 - 1998 - Honda 30 (2012) . A very tidy example of the Viking 24 with a new outboard in 2012 with full service history. Features 4 berths, Hot and cold water, spacious cockpit with sunbed conversion. A good family riverboat offered at a competitive figure. Afloat and ready to trial. **£19,950**

Contact Racecourse



Gobbi 345sc - 2002 - Twin Volvo KAD 43-230 Diesels
Featuring Autopilot, Plotter, New Teak on bathing platform, New cockpit and cabin upholstery, New canopies, Toilet waste tank, The 345 is a very spacious boat with 4 berths and saloon, open plan to fore cabin, easy deck and transom access, in immaculate order.
£69,950

Contact Upton



Sealine S28 - 1999 - Twin Volvo 170hp
A very tidy S28 with new canopies and cockpit upholstery, fully surveyed and new boat safety certificate, a spacious cabin with 4 berths and cockpit with seating for 6 in comfort.
£49,950

Contact Thames & Kennet



Stevens 1180s - 2002 - Twin Volvo 100hp Diesels
A rare and immaculate example with twin engines and a bowthruster, featuring two master cabins both with ensuites, Split galley and large saloon with spacious cockpit fully covered by a canopy. Immaculate paint work and new Batteries fitted 2015.
£169,950

Contact Walton



Crownline 270cr - Volvo 5.7 litre petrol
A stunning example of this sports type craft in a exhilarating yellow and cream finish. Large cockpit with easy transom boarding. Cabin with 4 berths in 2 cabins and separate shower room. This is one of a number of Sports craft available at our Walton Office.
£36,950

Contact Racecourse



Beneteau Antares 880 - New Boat - Twin Suzuki 150hp outboards
Full warranties, spec includes; 700 W Vertical electrical windlass, forward sun mattress, 25L water heater on 220V circuit, Lowrance Elite 7" multifunction display & P79 Sensor, L shaped cockpit seat, 6 berths in 3 cabins, Bow thruster A great multi-purpose boat at an excellent price. **£82,044 Inc VAT**

Contact Upton



Sealine 305 Statesman - 1989 - Twin Volvo 200hp Diesel Engines
A popular small fly bridge cruiser with accommodation for 6, with this power option the 305 is a capable craft for coastal use and at home on inland waters. Ideal as a family craft good exterior space in the cockpit and fly bridge.
£38,000

Contact Thames & Kennet



Stevens 1240 - 1993 - Volvo 150 Diesel
With over £30,000 invested in the last 24 months including full respray and teak deck at the factory, Lay out includes 6 berths plus saloon, very spacious fully covered rear decks. Inventory includes full navigational electronics, hydraulic folding mast and much more - well worth a look.
£87,500

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Bounty Sovereign 30 Sunbridge - 1998 - Nanni 43hp Diesel
A 4 berth river boat with aft fly bridge. This craft navigates beneath Osney Bridge so the entire Thames is available to you, This is one of a selection of modern river craft now available at our Thames & Kennet Marina Office.
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- » 23 Hours from New
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- » 35 Hours
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- » PX welcome

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Sunseeker 28 Metre (2013)

This beautiful 2013 Sunseeker 28 Metre Yacht "Spontaneous" was custom built for a very experienced yacht owner. There is accommodation for eight guests in four very spacious cabins all with en-suite and there are 2 crew cabins. The specification is of very high standard and includes numerous upgrades. The interior is finished in black American gloss walnut and Oyster leather upholstery.

Full detailed specification available on request.

€4,750,000 EURO Ex Tax

Lying: Spain



Fairline Phantom 40 (2004)

Twin Volvo D9 575, 3 cabin version, passerelle, heating, bow thruster, generator, crew cabin.

€175,000 EURO Tax Paid

Lying: Dublin



Antares 13.80 (2004)

3 cabins 2 heads, twin Volvo Penta 480 hp, teak decks. Bowthruster.

€157,500 EURO Tax Paid

Lying Ireland



Trader 535 (2004)

Twin Yanmar 480 diesels, 3 cabins 2 heads, aircon, generator, bow/stern thrusters

€349,000 EURO Tax Paid

Lying: Dublin



Sessa C68 (2011)

Twin Volvo Penta IPS 1200 D13, metallic painted hull, aircon, generator.

€1,690,000 EURO Ex Tax

Lying Malta



Sunseeker Manhattan 70 (2009)

Twin Man 1360hp, 8 berths in 4 cabins, aircon, generator, stabilizers.

€1,150,000 EURO Ex Tax

Lying Spain



Princess 480 (1995)

Twin Volvo Penta TAMD73, 3 cabins plus crew cabin, cherrywood interior; Bowthruster; generator; Eberspacher heating, davits, radar, autopilot.

£109,000 STG Tax Paid

Lying: UK



Fairline Phantom 43 (2001)

Twin Volvo Penta 480, 2 cabin version, bow + stern thrusters, air conditioning, generator, passerelle.

£163,950 STG Tax Paid

Lying: UK



Broom 42 (2006)

Volvo D6 310 diesel, bowthruster; cabin heating, Raymarine C80, electric windlass,

€240,000 EURO Tax Paid

Lying: Ireland



Princess 50 (2012)

Twin Volvo Penta D11 670hp, aircon, generator, sleeps 8 in 3 cabins, crew cabin.

£595,000 STG Tax Paid

Lying Hamble



Monterey 270 (2005)

Yanmar 315hp diesel 4 berths in 2 cabins, heads with vacuum flush toilets & shower, hot water, full canopy. Just two owners from new.

£39,900 STG Tax Paid

Lying: UK



Leader 805 (2004)

Volvo 230 hp diesel, hot water, battery charger; electric windlass, full canopy, shore power, chart plotter.

€49,900 EURO Tax Paid

Lying: Dublin



Aquador 28 C (2007)

Volvo D6 310 diesel, bowthruster; cabin heating, Chart plotter; electric windlass, shore power:

€94,900 EURO Tax Paid

Lying: Hamble

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FEATURED BOAT



BROOM 425 2007

£269,950.00 VAT PAID

- Twin Volvo D6 435hp diesel engines
- 6 berths in 3 cabins

This 2007 Broom 425 is presented in excellent condition, and the current owner has ensured that she has been serviced and looked after meticulously.



BROOM 450

YEAR
2011

- Twin Volvo D9 500hp diesel engines
- 6 Berths in 3 Cabins

£399,950.00 VAT PAID



BROOM 530

YEAR
2004

- Twin Yanmar 6SY 710hp
- 6 berth in 3 cabins

£350,000.00 VAT PAID



BROOM 50

YEAR
2002

- Twin Caterpillar 3196 660hp
- 6 Berths in 3 cabins

£349,950.00 VAT PAID



BROOM 50

YEAR
2001

- Twin Caterpillar 660 hp
- 6 Berths in 3 Cabins

£325,000.00 VAT PAID



BROOM 4150S

YEAR
2002

- Caterpillar 355hp diesel engines
- 6 Berths in 3 Cabins

£199,950.00 VAT PAID



BROOM 35 COUPE

YEAR
2013

- Single Volvo 260hp D4
- 4 Berths in 2 Cabins

£199,000.00 VAT PAID



BROOM 38

YEAR
1998

- Twin Perkins Sabre 265 TI
- 6 Berths in 3 cabins

£134,950.00 VAT PAID



FAIRLINE 41

YEAR
1990

- Twin Caterpillar 425 diesel engines
- 4 Berths in 2 Cabins

£89,950.00 VAT PAID



BROOM 33

YEAR
1981

- Twin Volvo TMD 41B diesel engines
- 6 Berths in 3 Cabins

£69,000.00 VAT PAID



BROOM CROWN 37

YEAR
1980

- Twin Perkins HT6.3544M 185hp
- 6 Berths in 3 Cabins

£54,950.00 VAT PAID



BROOM 37

YEAR
1972

- Twin Perkins HT 6354 145hp
- 4 Berths in 2 Cabins

£54,950.00 VAT PAID



BROOM OCEAN 37

YEAR
1981

- Twin Perkins HT 6354 145hp
- 4 Berths in 2 Cabins

£42,500.00 VAT PAID



BROOM 35 SEDAN

YEAR
1981

- Twin Perkins Range 4 185hp
- 6 Berths in 3 Cabins

£39,950.00 VAT PAID



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Stabilizers fitted Ready to go boating					
Aquastar 60'	HRC 60	2005	£495,000.00	V.A.T paid	Portsmouth
Twin Waterjets					
57' Aquastar	1037	2011	£749,000.00	V.A.T paid	Southampton
Absolutely the tops					
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Mid Cabin layout Stabilizers fitted					+berth Option in Med
Aquastar 48' Aft Cabin	1029	2008	£325,000.00	V.A.T paid	Guernsey
Dinette layout					
Aquastar 45' Aft Cabin	973	2001	£230,000.00	V.A.T	Plymouth
Dinette layout					
Aquastar 45' Aft Cabin	929	1998	£195,000.00	V.A.T paid	Hamble
38' Aft Cockpit	AS38	1985	£77,000.00	V.A.T paid	Jersey
38' Aft Cockpit	969	2000	£125,000.00	V.A.T paid	Lymington
38' Aft Cockpit	1041	2013	£350,000.00	Ex V.A.T	Guernsey
38' Aft Cockpit	981	2002	£130,000.00	V.A.T paid	Hullbridge
33' Aquastar Aft Cockpit	AS 33 Sub 1980	£29,950.00	Ex V.A.T	Jersey	

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Corvette 320 £129,000 Built 2005.

- Seaworthy British built family flybridge cruiser
- Twin Yanmar 315hp diesel engines
- Raymarine Navigation Package
- 4KW Generator
- Bowthruster
- Teak laid decks
- Radar Arch with hydraulic lifting system



Broom 39 2+2 Built 2005. Twin Yanmar 260 hp diesel engines. In excellent condition and includes 4kw generator, bow thruster, Raymarine navigation equipment, new canopy cover & hydraulic mast lowering system.. **£169,000**



Broom 33. Built 1989. This solid medium size offshore cruiser has 6 berth accommodation with aft master cabin. Fitted with twin Volvo Penta TAMD 41A 200hp diesel engines. BSS Certificate valid until 2018. **£72,000**



Landau 29 Continental Built 2004. Single Yanmar 240 hp diesel engine. With bow and stern thrusters, GPS & chartplotter. 4 berth accommodation. Suitable river and sea going motor cruiser. Must be viewed **£47,000**



Broom 39. Built 1992. Twin Volvo Penta TAMD 61A 306hp diesel engines. Full Raymarine navigation package, 4kva generator & eberspacher heating. In excellent condition with new aft canopy in 2013 and reupholstered cockpit seating this year. Must be seen. **£135,000**



Seaward 25 Built 2009. Twin Yanmar 110hp diesel engines with shaft drive. Fitted to a very high specification, including Raymarine navigation package, bow thruster and teak decking. Superb coastal cruiser. **£80,000**



Ocean 37. Built 1979. Powered by twin Perkins 145 hp diesel engines. Spacious accommodation with 2 private cabins and two showers. Family cruiser suitable for inland waters and sea passages. **£39,950**



Sealine S38. Built 2004. Twin Volvo Penta KAD 300 285hp diesel engines. Raymarine navigation package, bow thruster, battery charger and portable generator. Large social cockpit with wet bar and grill. Stunning interior with 7 berths in 3 cabins. **£99,950 Part Exchange Considered**



Broom 10/70 Built 1989. Twin Volvo Penta 150 hp diesel engines on shaft drive. Large master aft cabin with island bed & ensuite. BSS Certificate valid until 2019. Regularly maintained and in excellent condition. **£68,000**



Princess 37. Built 1979. Twin Ford Mermaid 6 cylinder 150hp diesel engines. 6 berth in 3 cabins. This Princess is in immaculate condition and has had new flybridge canopy and external seating within the last two years. **£38,000**

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Fairline Targa 34 - 2005

£119,950

- Twin KAD300 DP 285hp.
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- Circa 380hrs run.
- Engines last serviced April 2015.

Chertsey



Sessa Oyster 30 - 2003

£74,950

- Twin Volvo Penta KAD32 diesel engines.
- Eberspacher heating. • Bow thruster.
- Raymarine C70, GPS, DSM & VHF 240E.

Chertsey



Sessa C38 - 2013

£249,500

- Twin Volvo Penta D4 300hp.
- One owner from new in 2014.
- Just 80hrs run! • High specification.

Poole



Haines 34 Sedan - 2008

£144,950

- Nanni 4.330 TDi 115hp diesel engine.
- Bowthruster.
- One owner from new.
- Autohelm ST60 Tridata.

Chertsey



Fairline Targa 30 - 1999

£69,000

- Twin Volvo KAD32 170hp diesel engine.
- MCA coded (Cat 3). • Well maintained.
- Available to charter before you buy.

Swanwick



Princess 42 Flybridge - 2011

£315,000

- Twin Volvo Penta D6 435hp diesel engines.
- Dual Station Raymarine GPS Chart Plotter & Radars.
- Bow & stern thrusters.
- Onan Generator.

Surrey



Fairline Targa 38 Open - 2013

£289,000

- Twin Volvo D4 - 300DP EVC diesel engines.
- Two tone steel blue hull.
- Webasto heating.
- Opening hardtop.

Swanwick



Sessa C32 - 2012

£149,950

- Twin Volvo D3 - 200 DP-S 440hp.
- Circa 100hrs • Two owners from new.
- Last serviced & antifouled June 2014.

Poole



Sealine SC47 - 2010

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- Twin Cummins Mercruiser 5.9L 480hp turbo charged.
- Independently steerable Zeus pod drives.
- Reverse cycle class E air con.
- Eberspacher de-misting system.

Swanwick



Sessa C35 - 2008

£120,000

- Twin Volvo Penta D4 DP 260hp • Eberspacher heating
- Raymarine GPS C80/VHF 240
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This highly successful family flybridge motor yacht comes with the 2 cabin, 2 bathroom layout plus a sofa conversion in the saloon. This particular boat has been Fairline main dealer maintained since new and recently enjoyed a complete renewal of external soft furnishing, new bimini and new carpets throughout. Mooring available in a premium position of RCNPP over looking the beautiful bay and mountains of Pollensa.

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NIMBUS 320 COUPE, 2001 build, 2002 model, Single Yanmar 4LT STE 230hp diesel engine, 6 berths in 2 cabins, cruiser. Includes: 240v shore support, Battery charger, Radar, Plotter, Autopilot, Speed log, Depth sounder, VHF radio, Bow thruster. **£77,995**



SEALINE 365 SPORTSBRIDGE, 1991, twin Volvo KAD44 260hp, Diesel Engines, 7 berths in 3 cabins sports cruiser. Includes: Garmin radar/plotter/GPS/fishfinder, Stow, speed log, depth sounder, Autohelm autopilot, Icon, VHF radio, reversing engine bay CCTV cameras, bow thruster, heating, 240v shore support, battery charger, 2kw inverter. BSS until 06/2016. **£59,995**



HUMBER 38, 1988, twin Ford Sabre 275hp Diesel engines, 6 berths in 3 cabins fly bridge cruiser. Includes: Radar, Plotter, Auto pilot, Speed log, Depth sounder, VHF, 240v shore support, portable 3Kva generator, Island bed, separate shower room and BSS till 2018. **£59,995**



RINKER 342 FIESTA VEE, 2002, Twin Yanmar 4LHA-STZP 240hp diesel engines, 6 berths in 1 cabin sports cruiser. Includes: 240v shore support, Battery charger, Inverter, Bow thruster, heating, GPS, Speed log, Depth sounder, Drop down radar arch and BSS till 03/19. **£54,995**



BAYLINER 3055, 1998, 1999 model, twin Mercruiser 4.2 D-Tronic 225hp diesel engines, 6 berths in 3 cabins sports cruiser. Includes: GPS, VHF, 240v shore support, Battery charger, 4x new batts, Anodes, oil and filter change 2014. New fuel filters 2015. BSS 06/2016. A great family boat. **£46,995**



HARDY SEAWINGS 305, 1996, twin Volvo AD41P/DP 200hp diesel engines, 4 berths in 2 cabins sports cruiser. Includes: 240v shore support, battery charger, heating, Bow thruster, Radar, GPS, Plotter, Electric windlass. BSS provided at point of sale. **£44,995**



SPIRIT 3000, 1989, Twin Volvo AQ31 130hp Diesel engines, 8 berths in 2 cabins, Sports cruiser. Includes: 240v shore support, Battery charger, Speed log, Depth sounder, Compass, VHF, Engines and stern drives serviced 2015, new canopy 2013, Folding radar arch and BSS till 04/19. **£31,500**



BAYLINER 2855 CIERA, 2000, Single Mercruiser 5.7Lt 250hp petrol engine 6 berths in 2 cabins sports cruiser. Includes: 240v Shore support, Battery charger, Portable generator, Folding radar arch, heating, Depth sounder, Plotter, VHF radio, Engine and stern drive serviced 12/14, Tender and BSS till 2019. **£28,500**

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PRINCESS 45 - £200,000



2000 - Twin Volvo TAMD 74L 430hp Diesel engines. 6 berths in 3 cabin with 2 toilets to holding tank and 2 showers. Bowthruster, Generator, Trim tabs, Raymarine Hybrid Touch, Electric anchor winch and much more! Great sea vessel with superb handling and top quality construction. Nav kit new in 2014.

LYING NYA BRUNDALL - NYB2070 - P/EX POSSIBLE

CRANCHI ATLANTIQUE 40 - £134,950



2000, 2 x Volvo Penta TAMD 63P 370hp Diesel Engines. 5 berths with 2 toilets and 2 showers. Holding tank, Warm air heating system, Hydraulic passerelle, Hydraulic trim tabs, Bowthruster and Sternthruster making mooring simple and effortless. Pauro Generator and much more! BSSC until March 2019. A striking looking cruiser in excellent condition with a spacious cockpit and flybridge.

LYING NYA BRUNDALL - NYB1198 - P/EX POSSIBLE

CRUISERS 310 EXPRESS - £69,950



2006 - 2 x Volvo Penta D3 160hp diesel engines (low hours), 6 berths in 1 cabin, 1 x toilet & shower. Great spec: Bow thruster, electric anchor winch, reverse cycle air conditioning, large inverter, 2 x fridges, wet bar in cockpit, Garmin GPS, VHF and much more. A well cared for example of these beautifully designed sports cruiser. NYA Stock, fully prepared by our Service Centre.

LYING NYA BRUNDALL - NYB1679 - P/EX POSSIBLE

FAIRLINE TARGA 52 - 2005 - £269,950



2005 - 2x Volvo D12 715hp - 3 cabins with forward double berth and ensuite, 2 twin berth cabins and separate toilet/ showers. Excellent spec which includes: generator, air con, leather, auto pilot, plotter, radar, sat TV, bow thruster, tender garage, wetbar with griddle, fridge and icemaker. Large open cockpit, superb 360 degree view from helm position which enhances the fantastic seakeeping qualities.

NYA STOCK - Fully prepared by our Service Centre
LYING NYA BRUNDALL - NYB1934 - P/EX POSSIBLE

BROOM 42 CL - £194,950



2001 - Twin Yanmar 350HP Diesel Engines with low hours. 6 berths accommodation including the convertible dinette with 2 toilets and showers. Spec includes Simrad Radar / Plotter, Folding arch, Bowthruster, Washing machine, Warm air heating, beautiful finish. This is a particularly attractive 42 with the benefit of stainless windows and teak decks. Antifouled and polished September 2015.

LYING NYA BRUNDALL - NYB2090 - P/EX POSSIBLE

SEALINE S41 - £119,950



2002, 2 x Volvo KAD 300 diesel 285hp engines. 6 berths with 2 toilets and 2 showers. Holding tank, Bowthruster, Trim tabs, Radar, Electric Anchor Winch, Shore Power, Battery charger. Exceptional Example - Re upholstered cockpit and new carpets and canopy 2013. The S41 is superbly designed and innovatively conceived to offer cavernous cockpit space, superb performance and two double en-suite cabins!

LYING NYA BRUNDALL - NYH1472 - P/EX POSSIBLE

FAIRLINE TARGA 30/33 - £54,950



1992 - Twin Volvo AD41DP 200HP Diesel Engines. 4 berths with 1 sea toilet and 1 shower. Warm air heating system, Shore power, Trim tabs, Immersion heater, Battery charger. BSSC until June 2019. New canopy 2015. NYA STOCK - Fully prepared by our Service Centre. A capable boat with spacious accommodation for family cruising.

CONTACT NYA HORNING - NYB1184 - P/EX POSSIBLE

NEW HAINES 32 OFFSHORE - £211,752



Display boat. Available for viewing at NYA Brundall. Exquisitely finished in Walnut throughout, including Avonite galley work tops & synthetic teak cockpit/bathing platform. Powered by a single Nanni 270Hp diesel engine on a single shaft; handling beautifully at sea and at slow speeds on the rivers. A well thought out & designed cruiser, displaying the usual high quality finish from Haines. Prices starting from: £173,800 inc VAT.

LYING NYA BRUNDALL - NYB1859 - P/EX POSSIBLE

BROOM 41 - £139,950



1996 - Twin Perkins Sabre 300HP Diesel Engines. 6 berths and 2 heads to holding tank and 2 showers. Bowthruster, Eberspacher heating, Furuno radar, Generator, Trim tabs, Teak flooring to cockpit and bathing platform. The Broom 41 are a proven boat with an enviable reputation for performance and well designed living space.

LYING NYA BRUNDALL - NYB2064 - P/EX POSSIBLE

PRINCESS 380 - £89,950



1995 - Twin Volvo TAMD 63 370HP Diesel Engines. 6 berths with 2 heads and 2 showers. Bowthruster, Generator, Shore power, Eberspacher heating, Immersion heater, Battery charger Reverse cycle air conditioning. Antifouled and fuel filters changed 2015. BSSC until 2017. Flowing lines conceal a spacious interior layout and the deep V hull design ensures superb seakeeping ability.

LYING NYA BRUNDALL - NYB2104 P/EX POSSIBLE

SEALINE S28 - £49,950



SEALINE S28 - 1998 - Single Volvo KAD42 230Hp diesel engine, 4 berths in 1 cabin and 1 toilet and shower. Hot air heating system, Bowthruster, radar/plotter, Electric anchor winch, VHF, folding radar arch. A supremely versatile cruiser, in excellent order throughout.

CONTACT NYA HORNING - NYB1184 - P/EX POSSIBLE

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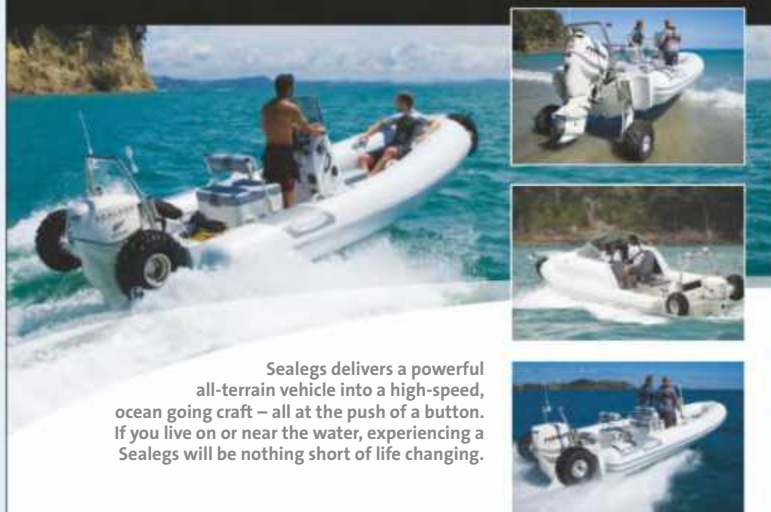
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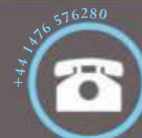
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I'LL NEVER FORGET THE DAY...

I ran over our own tender

ALEXANDRA GROOM: *Over-enthusiasm at the young age of ten led to a very long underwater rescue mission and ritual humiliation for years to come*

The year was 2001 and my father had just bought a Jeanneau Prestige 36 which he kept on a berth in Beaulieu-sur-Mer. She was perfect for our family of three, consisting of a ten-year-old me and my mother and father.

After about a month of idyllic day trips pottering around the coast, my very trusting father gave in to my constant requests to be allowed to drive. Growing up a complete petrol head, I needed to have my hands on the steering wheel at least once.

Careful to find a secluded patch of open water, under my mother's watchful eye, my father and I swapped places so that I was in the driver's seat. Apart from turning the boat gingerly to port or starboard to make sure I took a wave at the correct angle, my time in the spotlight didn't consist of much excitement, but it was more than I had hoped for as a budding helmsman. After about a minute my father decided that was quite enough and if I wanted to take it seriously I would have to get my license. Pointing to an inviting looking bay, he allowed me to steer a course towards it before we swapped back.

While the Jeanneau was my father's pride and joy, mine was our little inflatable Zoom RIB, with a 4-stroke Yamaha on the back that never started and a Jolly Roger fastened roguishly to one of the lines (*Swallows and Amazons* was my Bible growing up). The set of plastic oars got much more use than the engine, which always seemed to have something wrong with it, but no one seemed to really mind. On this glorious June day we were towing the tender behind us, on a line longer than usual to try to stop the boat filling with water from the wake, which always seemed to happen and involved a good half hour of bailing before I could get out and play, something which, unsurprisingly, I was keen to avoid.

As we got closer to the bay, my father motioned me to slow down. I remember thinking this was overly cautious, but I didn't want to push my luck in the hope I would get another turn to drive when we left. Eager to show I could be trusted, I overcompensated and slowed down too much, too fast. The stern wave which had been trailing out behind us pushed my little tender closer to our transom, its long line now trailing



Alexandra's Jeanneau, peacefully moored near the scene of the crime

A few seconds later, we heard a loud whirring noise, felt a large thud and the engines cut out

underwater. Of course, the inevitable happened. A few seconds later, we heard a loud whirring noise, felt a large thud and the engines cut out. My poor little tender was now nose first underneath our swim platform, bottom up in the air, and its painter firmly wrapped around both of our props. And I still don't understand to this day how it got around both.

The sea was pushing us further into the bay so we dropped our anchor to stabilise the situation. My father thought it best to try to fix it ourselves, rather than suffer the humiliation of have someone rescue us from what looked like a rookie mistake.

Luckily, my mother was a competent diver, and armed only with a mask, snorkel and various sharp implements, set about cutting the props free from

their rope prison. My father meanwhile sat anxiously in the cockpit waiting for her to resurface, often after alarmingly long periods, and furnishing her with ever more terrifying knives in the hope one would cut through our brand new super strong tow rope. After four hours of non-stop work, she succeeded in her mission but still has the scars on her hands to prove it.

I couldn't do much except drown in my guilt, which my parents considered punishment enough. I bought her a keyring soon afterwards in the shape of a propeller that she uses to this day, and I don't believe I'll ever live it down! **MBY**

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